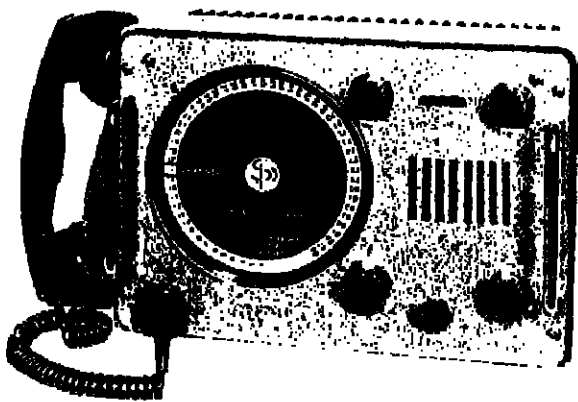


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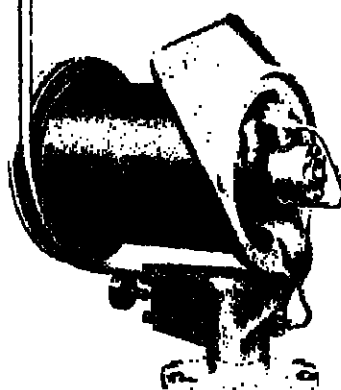
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'MONEY IS SPENT WRONG WAY' Skippers withhold SFO levy

A NUMBER of Scottish
skippers face prosecu-
tion for non-payment
of levy to the Scottish
Fishermen's Organisa-
tion.

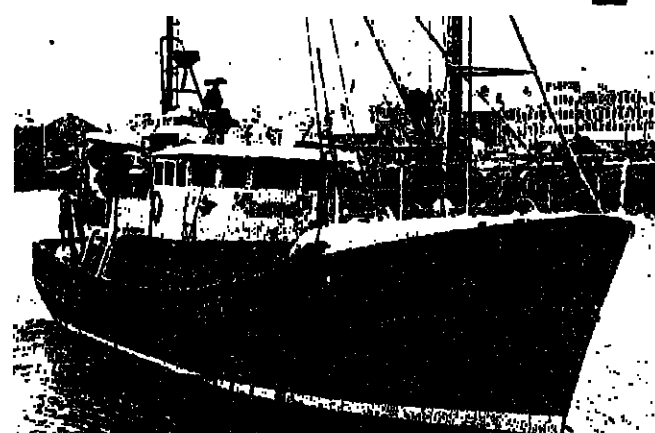
Skipper John W.
McLean of the 86ft.
Peterhead boat *Unity* said
that fishermen had been
withholding payment
because they are not happy
with the way the SFO
is being run.

He said that a further
20 skippers have resign-
ed from the organisation,
while some of those who
are taking delivery of
new boats are not even
joining.

"We feel that the levy
of 1p in the £ on our gross
earnings is too high for
what we are getting in
return," he said.

"The SFO should do
more to help the men who
are paying the levies. It
isn't spending a penny on
Peterhead but, instead,
has invested on other
projects which have not
been a success."

For instance, Skipper
McLean pointed out, the
SFO had spent £38,000 on
fish pumps to enable
boats taking part in the
North Shields sprat
fishing to discharge
catches on to Continental



Skipper John W. McLean's *Unity*. Her SFO levy payments have not been made.

carrier vessels, but the
pumps had not yet proved
to be suitable.

The financial collapse
earlier this year of the
Scottish fish processor
Scafloco, in which the SFO
had invested money, has
also upset the skippers,
said Skipper McLean.

"We would rather the
SFO did more to help
fishermen reduce their
operating costs," he ad-
ded.

"It did open a fuel oil
depot in Peterhead which
helped to bring down the
cost of fuel, but this was
three years ago."

MILFORD BOOMS

MILFORD HAVES
trawlers have been hav-
ing a booming time. The
port record has been
beaten twice within days
by Norrad ships.

Last week *Bryher* landed
165 kits to make £10,800.
This was swiftly topped by
Norrad Star with £11,326 in
198 (12 stone) kits.

Bryher's catch included:
kits of cod, 25 of whiting,
of roker, eight of turbot and
brill, and 15 of soles.

A talking point at the
was the quality of the fish
landed by Skipper A. Jan-
Since he took his first com-
mand while in his early 20s,
he has consistently brought
top quality catches of "fir-
my" varieties.

After only 12 days at
Norrad Star — with Skipper
John Rogers — set a re-
cord on Monday, landed
in the catch were 21 (8-stone
boxes) of sole which was
£280 a box.

The catch also included
kits of roker which made
to £48 per 8-stone box.

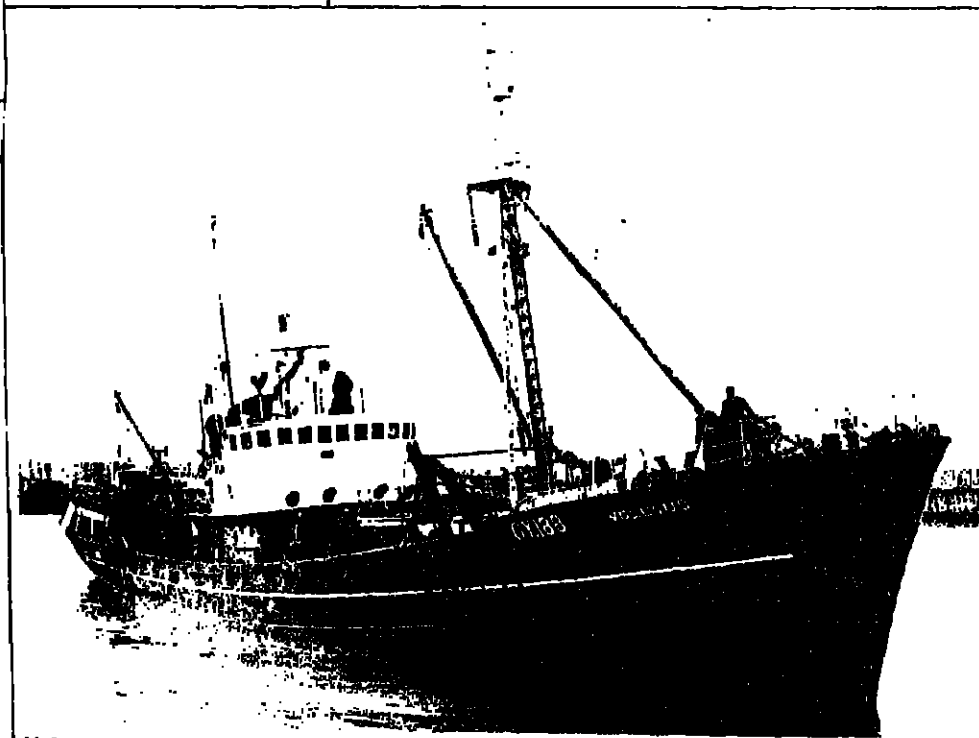
Purser skipper fined

ROBERT TAIT, 32-year-
old skipper and part-
owner of the Fraserburgh
purse seiner *Chris Andra*,
was fined £350 by Islay
Silly magistrates for
Friday for operating
within the three-mile
fishing limit.

The court heard that
the fishery protection
vessel HMS *Breton* saw
a boarding party on
Chris Andra on April 11
when she was seen with
her net in the water 10
miles south of the island.

Despite a legal
technical argument, the
court decided that
Skipper Tait was liable
and not repairing his net
as claimed.

Skipper Tait's
brothers, William (59)
and Andrew (40), also
part-owners of the vessel,
were each fined £50
although at the time of the
offence one was on his
day in the Caribbean and
the other in Norway. All
three pleaded not guilty.



Volesus — new owner cutting losses after salvage ship conversion fails.

Salvage job fails to save 'Volesus'

THE FORMER Grimsby
distant water trawler
Volesus, which the Boston
Group sold in April to
wreck salvage operators,
is to be scrapped after all.

The 185ft. vessel has not
proved adaptable enough for
its new owners and has not
completed a single trip in the
role for which she was bought.

Rather than invest further
in conversion work the
owners are cutting their losses
and *Volesus* has been sold to
the Draper ship-breaking
yard near Hull. She is ex-
pected to make her last trip
soon.

Built by Cook, Walton &

Gemmell Ltd. at Beverley in
1956 as *Boston Fury*, the 577-
tonner was renamed *Abunda*
in 1961 and *Volesus* in 1966
following changes in
ownership.

However, throughout her
long career *Volesus* has
always remained under the
Boston Group's management
and was completely re-
quired by the firm some
years ago.

The vessel was laid up in
1977 and did not fish at all
this year before the sale,
which was expected to
reap her from the
breakers. *Volesus* is close-

ship to *Belgaum*, laid up in
August and facing a very un-
certain future because of
fishing restrictions and the
Boston Group's decision to
pull out of trawling from
Grimsby at the end of the
year.

However, there was better
news for two other former
distant water vessels at
Grimsby last week. BUT has
put *Ross Kelvin* (Skipper
Roy Kurz) back on home-
water fishing and Boston's
Prince Philip (Skipper Frank
Gray) has sailed for the
Norway coast. Both had been
out of fishing since early

'No romance aboard' but: WIFE POWER SACKS SUE THE COOK...

SUE HESP, an attrac-
tive 30-year-old, has
been sacked as a crew
member of a Stor-
noway, Isle of Lewis,
fishing boat because of
pressure from the
wives of her fellow
crew members. Now
she has signed on at
the Employment Ex-
change in the town.

Sue, who comes from
Mansfield in Not-
tinghamshire, is a former
policewoman. While visiting
the Isle of Lewis under a Not-
tingham County Council
scheme she began to research
the local fishing industry for a
project.

She was aware of the local
superstition of carrying
women on board when she
finally managed to get a trip
on *Highland Chieftain*,
skippered by Willie
Campbell.

When the scheme ended,
Sue remained and eventually
became a crew member in Ju-
ly.

Sometimes she earned up
to £90 per week for her work
as cook, and for handling the
nets and sorting fish. She was
just beginning to learn to
repair the nets when she was
sacked.

She was told by the skipper
that, because of pressure
from his wife and the wives of
the other crew members, she
would have to stay ashore.

Sue said last week: "I was
upset because of the reasons
for my dismissal. If it had
been that I was not capable of
doing the work, or that the
boat was over-crowded, or that
the men were complaining, I
would have accepted that.
However, the men did accept
me as a crew-member — I
realised that when they began
sneering at me."

As for the confined quarters
on board, she said: "You wore
the same clothes all during
the fishing trip and you never
even took them off to go to
bed. You just mucked in and
waited until you got home for
a bath."

Asked if there had been
any shipboard romances she
replied: "Definitely not. I
was there to do a job of work.
It was hard work and long
hours."

"Basically you just ate,
slept and worked. There were
no romantic notions on either
side. I'm quite happy to stay
single."

"I've signed on the dot



and I'm still hoping for a
berth on another Stornoway
fishing boat, because I want
to stay on the island.
However, if necessary I'll
travel to find a berth."

"I've been told there might
be one for me on an east coast
boat. I'm determined to get in
four years as a fisherman —
two of them on a fishing boat
— so that I can try and get
my ticket."

Asked if her crew would be
male or female, she smiled
and said: "I would be
prepared to take on a male
crew."

She added that she would
not be taking her case to the
Equal Opportunities Com-
mission because she just
wanted to remain friends
with everyone.

Above: Sue Hesp — on the
dole and looking for another
berth. Below: Skipper Willie
Campbell of *Highland Chieftain*
— pressure from the wives.



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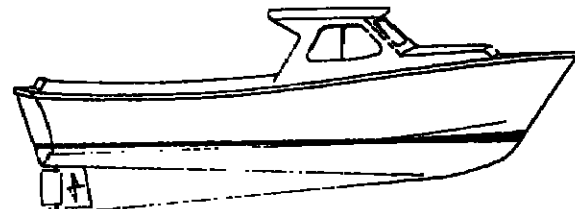
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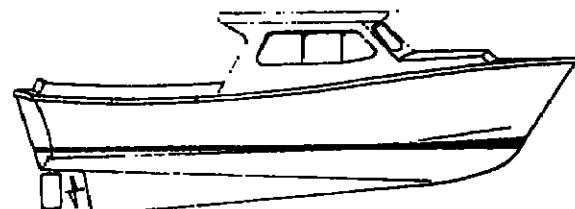
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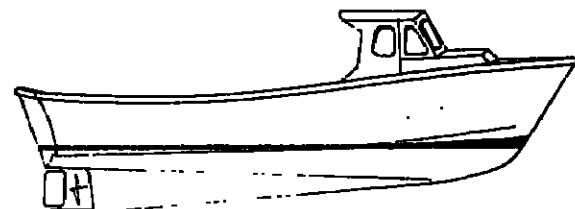
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FIRMS LINK TO SELL ICELANDIC FISH

IN A SURPRISE move at Grimsby, Boston Deep Sea Fisheries Ltd. and Tom Sleight (FS) Ltd. have formed a new joint company as a specialist agency to manage visiting Icelandic and Faroese trawlers.

Details of the new company, which so far is unnamed, were released only hours after the port's lumps voted to lift their ban on Icelandic trawlers on October 4.

Inevitably, the move provoked a series of unfounded rumours as both companies are closely connected with different members of the Parkes family.

The new organisation does not indicate that the two companies are merging and apart from a few personnel affected by the joint venture, each company will continue to operate its other fishing interests independently of each other as before.

The new agency was announced in a joint statement which said: "Following the announcement of the lifting of the ban on landings of Icelandic vessels at Grimsby, two long-established Grimsby companies Boston Deep Sea Fisheries Ltd. and Tom Sleight (FS) Ltd. have decided to combine their expertise

to form an agency, separate from their existing activities, with the specific object of looking after any Icelandic or Faroese vessel wishing to land at Grimsby.

"Boston Deep Sea Fisheries Ltd. and Tom Sleight (FS) Ltd. have in the past decade handled the majority of Icelandic vessels coming to Grimsby.

"The need for alternative supplies of fish during the period when the seine-net fleet is tied up is essential for the port of Grimsby and, in order to ensure this, Tom Sleight (FS) Ltd., who are the largest seine net operating

company at Grimsby, feel that with their day-to-day knowledge of catches and vessel movements within the North Sea fleet, they will be able to keep a check on fish coming from other sources so that there is no detriment to local vessels on the market.

This should make for market continuity.

"Boston Deep Sea Fisheries Ltd. and Tom Sleight (FS) Ltd. reiterate that the joint company is solely for managing Icelandic and Faroese vessels and in no way is there any intention of combining any other activities."

The new agency was quickly off the mark and seemed set to bring in the first Icelandic trawler to Grimsby since the ban was imposed — almost two years ago — on Monday.

However, the vessel involved, *Ran*, which formerly operated out of Grimsby under the Boston flag as *Boston Wellale*, has been diverted to a German port and will land there next week.

This means the big Icelandic stern trawler *Staluk*, which was the first visitor, has applied to land next Monday but depends on what supplies the local fleet has and its availability of labour.

Fylkir Ltd. is also the UK agency for the local Trawler Owners' Association, and co-ordinates all landings, irrespective of the UK agents, at Fleetwood, Grimsby, anywhere else in Britain, an administration task.

A spokesman for Fylkir Ltd. said to *Fishing News*: "It is the Icelandic owner's privilege to choose his own agency. Those who want to land at us will and those who want to land elsewhere will. Competition does not worry us at all."

Fylkir formerly operated from within premises owned by the Tom Sleight (FS) Ltd. set-up in Fish Dock Road is now in the Wharfedale Road premises of D.T.I. (Fish Salesmen) Ltd.

COMMENT

THE CUT-BACK in the catch quota for mackerel, from 5 tonnes to 3½ tonnes a day, comes just as the south-west season is getting underway. There is no doubt that the massive fishing off Scotland this summer, with about 80,000 tonnes of fish being taken, has alerted everybody to the dangers that face the stock off Cornwall.

The reduced quotas have already been hailed by one leading Scottish fishing representative as an example of the commonsense attitude being shown by fishermen. But what does the cut-back really do?

It certainly gives no protection to the local line fleet off Cornwall, and it will not stop fishing over the British share of the EEC 450,000 tonne TAC — even though our share still has to be decided.

With a massive fleet now converging on Cornwall, it doesn't take much vision to see that another 100,000 tonnes (the guideline) will be taken way before the end of the year. And what then?

If a halt is called on fishing the local line men, who deserve to be treated as a special case, will also have to suffer. Alternatively, Mr Silkin will have to go back to Brussels and demand more mackerel — hardly fitting for a nation which has lectured everybody else about the need for conservation.

Even before the fish have arrived off Cornwall, massive contracts have been negotiated by British agents for the supply of fish abroad. A halt on fishing could leave them all with egg on their face.

Fishermen themselves have been getting wise to the situation, and purse-seine skippers are not being rushed into undertakings to supply these agents with fish. They are playing it by ear and something of an auction could develop.

Never in the history of fishing has so much controversy surrounded a resource. Nobody knows quite where they are going, but after their hammering off Scotland, let's hope the fish still do.

fishing news

Editor: Harry Barrett

Advertisement Manager: Bill Barber

Published weekly

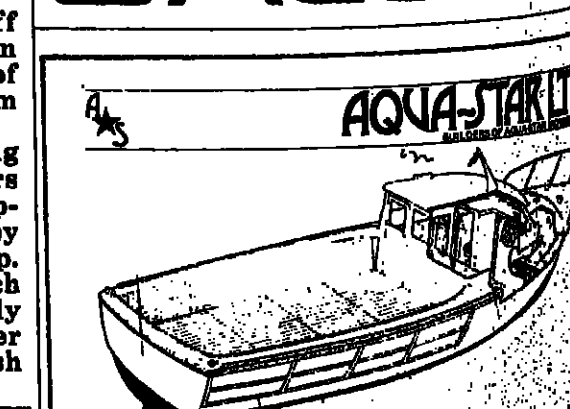
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October 18, 1978

Stuck at the start



VERA LOUISE really caught the eye when she took to the water at Eyemouth, Berwickshire. But there were red faces all round when she became wedged between the pillars of a swing bridge loading into the harbour.

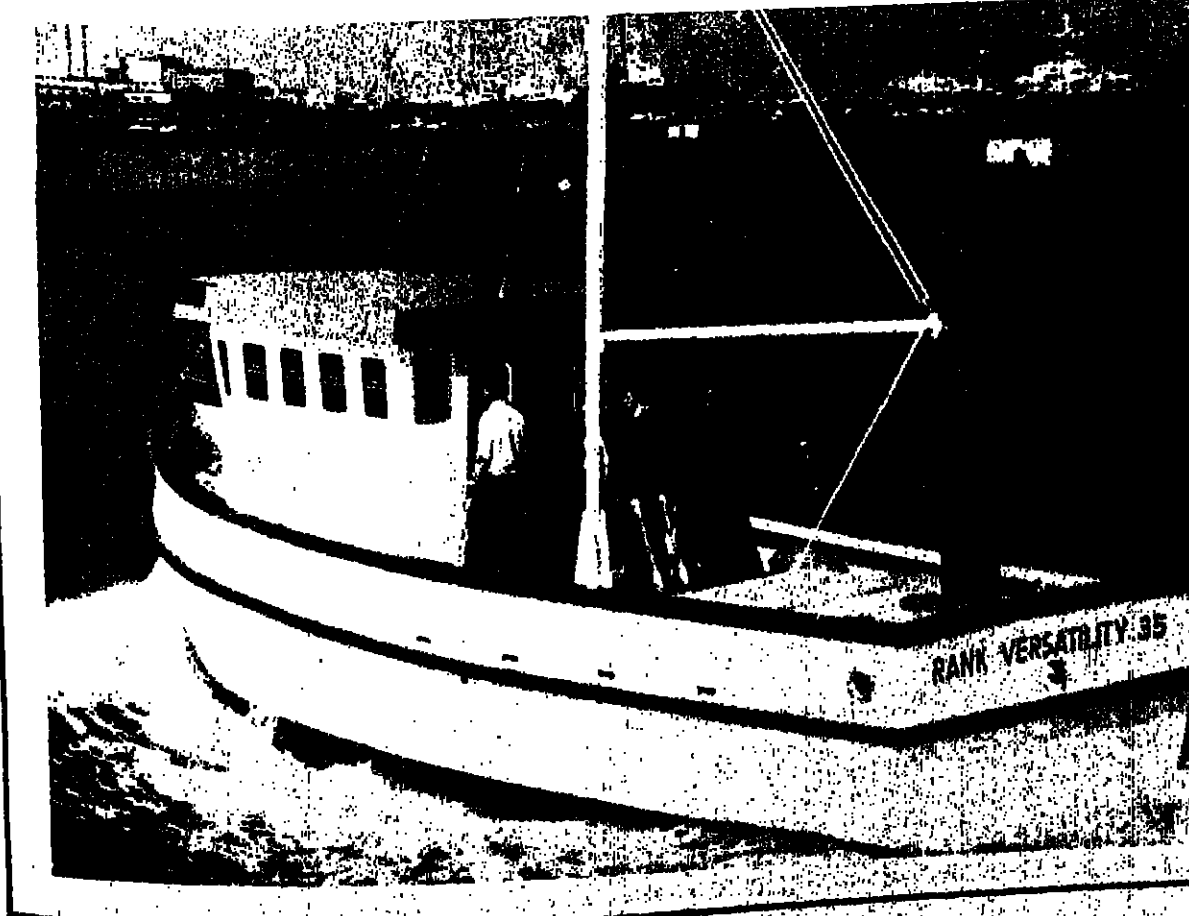
The 70ft. trawler was being taken down a channel from the Eyemouth Boat Building Co. slipway for fitting out in the harbour when wind caught the vessel and jammed her at an angle between the pier walls. Workmen chipped away part of the pier beside the bridge and *Vera Louise* freed on the next tide. She is being built for Newingham Trawlers of Hull.

Eymouth Boat Building has orders for a 67ft. seiner-trawler to be based at Eyemouth and a 30ft. crabber.

The complete set of mouldings to produce a Versatility 35 completed by Rank Marine International, as shown at the Southampton Boat Show, are available from Versatility Work Boats at £15,000 ex. works ex V.A.T. and comprises hull with bulwarks (moulded in one piece), four bulkheads, engine bearers, deck, wheelhouse and rudder assembly.

VERSATILITY WORKBOATS OF RYE

Contact: Versatility Workboats of Rye, Rye Yacht Centre, Rye, Sussex. TN31 7HJ. Telephone: Rye (079-73) 3336.

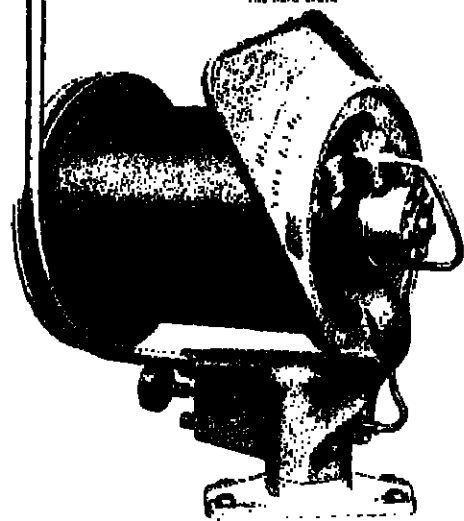


The 35ft hull alone, without bulwarks, having either core stiffening or "hat" section stiffeners costs £4,550 ex. works V.A.T.

Core construction for workboats is approved by "Lloyds" (their coverage extends to many parts of the world), the White Fish Authority, Norske Veritas etc. The Swedish Navy make their 280 tons displacement patrol boats to Swedish Ice Class 1C using core construction, these vessels are described as "frameless". This method of construction is not new (only in U.K. fishing vessels) and has been well proven over a considerable number of years.

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MACKEREL ARMADA LEAVES HULL

HULL is sending 20 of its 32 freezer trawlers and two of the port's freshers to the south-west mackerel grounds. Some have already sailed to Cornwall and others will join them in the near future.

First of the freshers to arrive at Falmouth was Boyd Line's 145ft. *Arctic Corsair* — one of the vessels displaced from the Icelandic fishery.

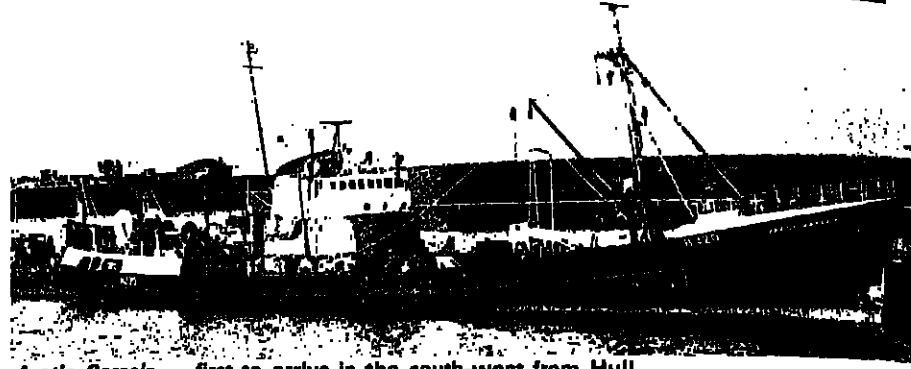
Skippered by Bill Waudby, she will be landing initially at Falmouth Docks under the new arrangements there set up by Clenham Management.

Commenting on the mass departure from Hull, Skipper Tom Neilsen, secretary of Hull's Trawler Officers' Guild, said: "Greater concentration this year on this type of fishing does not surprise us. There is nowhere else our vessels can go with a reasonable prospect of profitability and continuity of employment."

"Now that our men can no longer operate off Iceland, there is a shortage of fish in all N-NE areas still open to them on a low-catch quota basis. Spitzbergen, Bear Island, White Sea and the Norwegian coast are all practically barren."

As the Hull fleet's strength has declined there has been an inevitable lengthening of the dole queues, not only of fishermen but also those in associated industries.

Throughout last week the only wet-fish vessel landing at Hull was an Icelandic and, this week, the only direct discharge expected is on Thursday — about 1,160 kits from



Arctic Corsair — first to arrive in the south-west from Hull.

Boston Deep Sea Fisheries will have two of three freezers on the mackerel grounds — *Princess Anne* being followed in a few days' time by *Sir Fred Parkes*.

J. Marr & Son is sending five of its eight freezers mackerel fishing: *Cordella*, *Farnella*, *Northella*, *Southella* and *Junella* on completion of repairs.

All four of Thomas Hamling freezers are also going to Cornwall. They are: *St. Jasper*, *St. Jason*, *St. Benedict* and *St. Jerome*.

Boyd Line will have five vessels on the mackerel grounds — four freezers and a fresher. They are *Arctic Buccaneer*, already away; *Arctic Galliard*, *Arctic Raider* and *Arctic Freebooter*, recently fishing in the N-NE, and *Arctic Corsair*.

Newington's only Hull-based fresher, *C. S. Forester*, recently adapted for mackerel, went on trials on Tuesday and is expected to

leave Hull for the mackerel grounds next week under Skipper Dick Taylor. But skipper will be Eddie Woodbridge.

It is expected that the east coast freezers will provide jobs for a number of local unemployed — with possible earnings of up to £100 a week for unloading mackerel on the carriers.

The Docks Company hopes that last year's total of vessels using the port — 17 — will be increased with the extra facilities that have been provided.

Spiders tagged in stock survey

TWO THOUSAND spider crabs were tagged and released in the English Channel last week in an attempt to track their migrations. This is part of a study by scientists from the Fisheries Laboratory at Burnham-on-Crouch, Essex, to collect information on this little-known shellfish.

Scientific officers Eric Edwards and Clive Brown completed the release of 2,000 tagged crabs after spending two weeks working aboard fishing vessels from Portland, Poole, Portsmouth, Selsey and Newhaven.

At sea each spider crab taken in the pots was measured, sexed and marked with a yellow numbered plastic tag fixed by wire to its claw. The tagged crabs were

then released at stations about two miles offshore along the English Channel.

Dr. Eric Edwards, who is in charge of the project, said: "We are trying to find out whether spider crabs undertake large-scale movements and if stocks in the eastern Channel mix with those off Devon and Cornwall."

The main purpose of the Ministry of Agriculture, Fisheries and Food survey is to establish the stock size and to consider whether conservation measures are required to protect this potentially large fishery.

Recaptures from tagged spider crabs released by MAFF scientists last year

near Plymouth, Devon, have already demonstrated that spiders can move 50 to 100 miles in a few months. The 2,000 released this autumn will add to the information available to scientists.

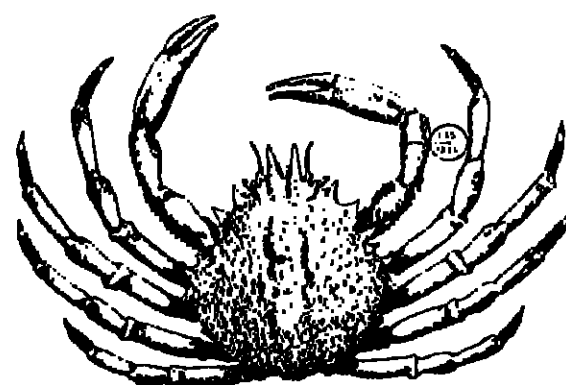
Little is known about the biology of the spider crab, which for years has been considered a pest by English pot fishermen. Now, however, since an export market has been found in France and Spain, spiders form a lucrative living for many south coast fishermen.

The fishery has grown in the last two years and, already this summer, some 800 tons of spider crabs have been exported from Portland,

Dorset, to Spain and small quantities have also been sent to the Continent from Plymouth, Poole and Newhaven. There is virtually no sale for spider crabs in the UK at present.

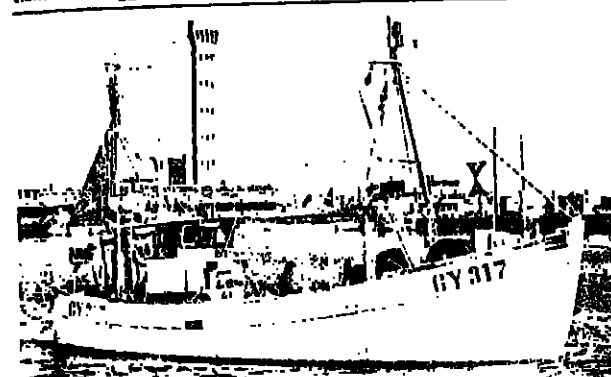
Posters publicising the Ministry's tagging experiment have been displayed at all south coast ports and fishermen working in the English Channel are being asked to look out for tagged spider crabs and to return any caught to their nearest fisheries office. A reward of £1 will be paid for each tagged crab returned.

Right: the Ministry poster on spider crab tagging being distributed to south coast ports.

WANTED
 TAGGED SPIDER CRABS

MARKET VALUE + £1

The Ministry of Agriculture, Fisheries and Food has tagged spider crabs in the English Channel to provide information on migrations and fishing mortality.

Please help by returning tagged spider crabs, together with details of date and position of capture, to your local FISHERIES OFFICE or the Fisheries Laboratory, Burnham-on-Crouch, Essex.



Karen — French trawler steaming at speed made no effort to avoid her.

GEAR LOST IN NEAR RUN-DOWN

THE GRIMSBY anchor-seiner *Karen* narrowly avoided being run down in a broad daylight near collision with the 195ft. French stern trawler *Saint Martin* on her last trip, but she lost her gear consisting of ten coils of seine rope and a cod net, valued at about £1,250.

Skipper Eric Svendsen disclosed details of the incident, on September 26, to *Fishing News* last week after completing his trip.

He said he feared a collision was inevitable as the Frenchman, steaming at speed, made no effort to alter course to avoid the 60ft. wooden seiner. "I really was terribly scared and frightened for the safety of the crew and *Karen*."

He had to slip his anchor gear and manoeuvre *Karen* ahead at the very last moment to avoid being run down by *Saint Martin* of Boulogne. The fishing gear was cut away by the French trawler's propeller.

Karen was working the Dogger Bank south of Bruce's Garden in a force 5-6 westerly over an area of about 11 square miles. She had just returned to her buoy and begun the second haul of the day at 11 a.m. Skipper Svendsen said, when they noticed a trawler heading towards them on the port side and steering a northerly course.

"We had our anchor signal up and the fishing light to the port side was illuminated. As we got closer we could see he was not going to alter course, so the mate called all the crew



Skipper Eric Svendsen — "terribly scared."

on deck to 'slip the anchor gear so we could manoeuvre. "By ten past eleven we had stopped heaving because the ship was on top of us. I am sure I could see someone on the bridge and they must have been able to see us."

"We just managed to get out of his way."

As well as visually identifying the Boulogne trawler, a crewman had a colour camera aboard and photographs conclusively identified the 779-tonne *Saint Martin*. The matter is now being taken up with the British authorities and the owners of *Karen*, the Thomas Hamling subsidiary A. E. Richardson & Co. Ltd., will be claiming compensation.

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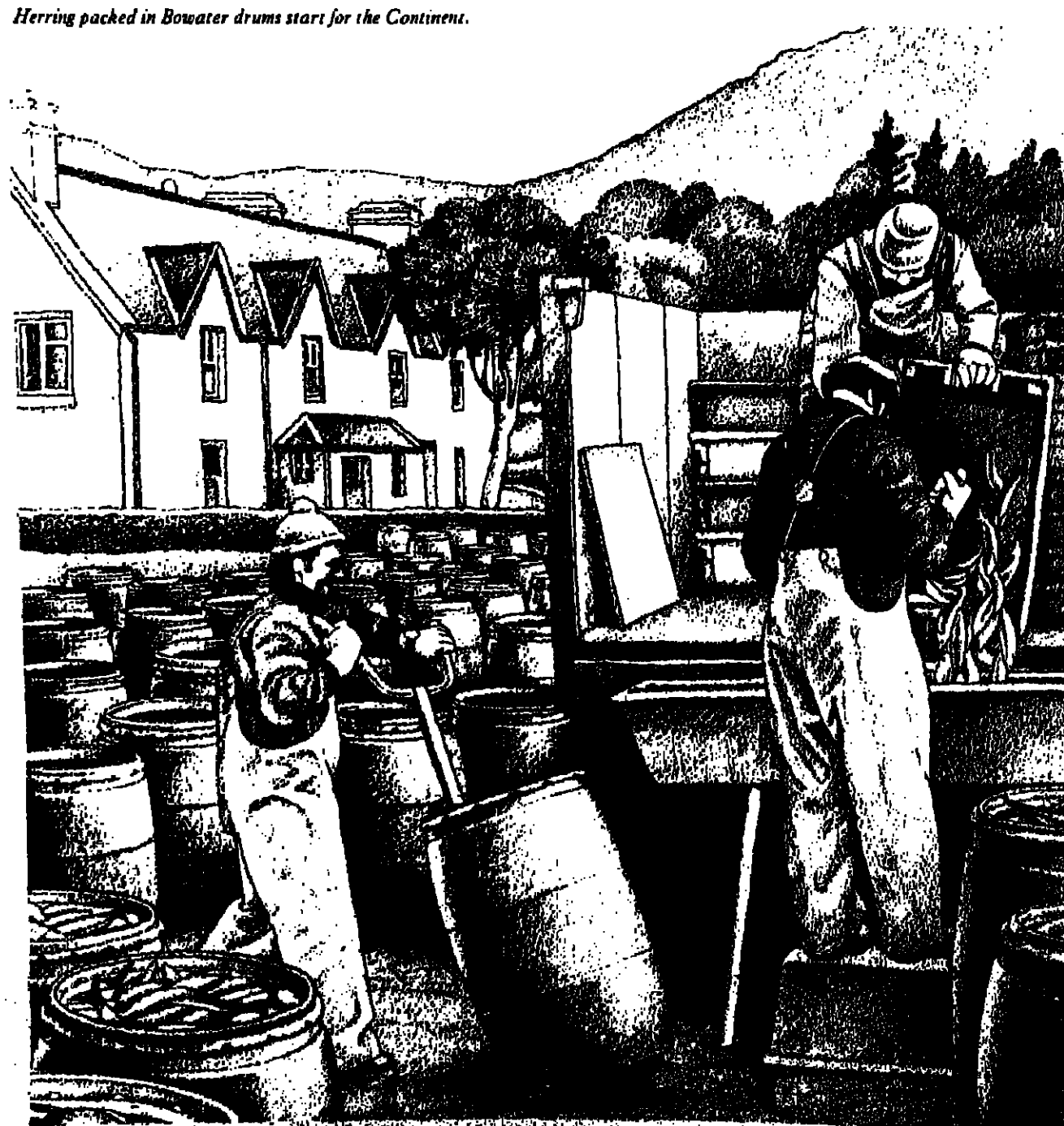
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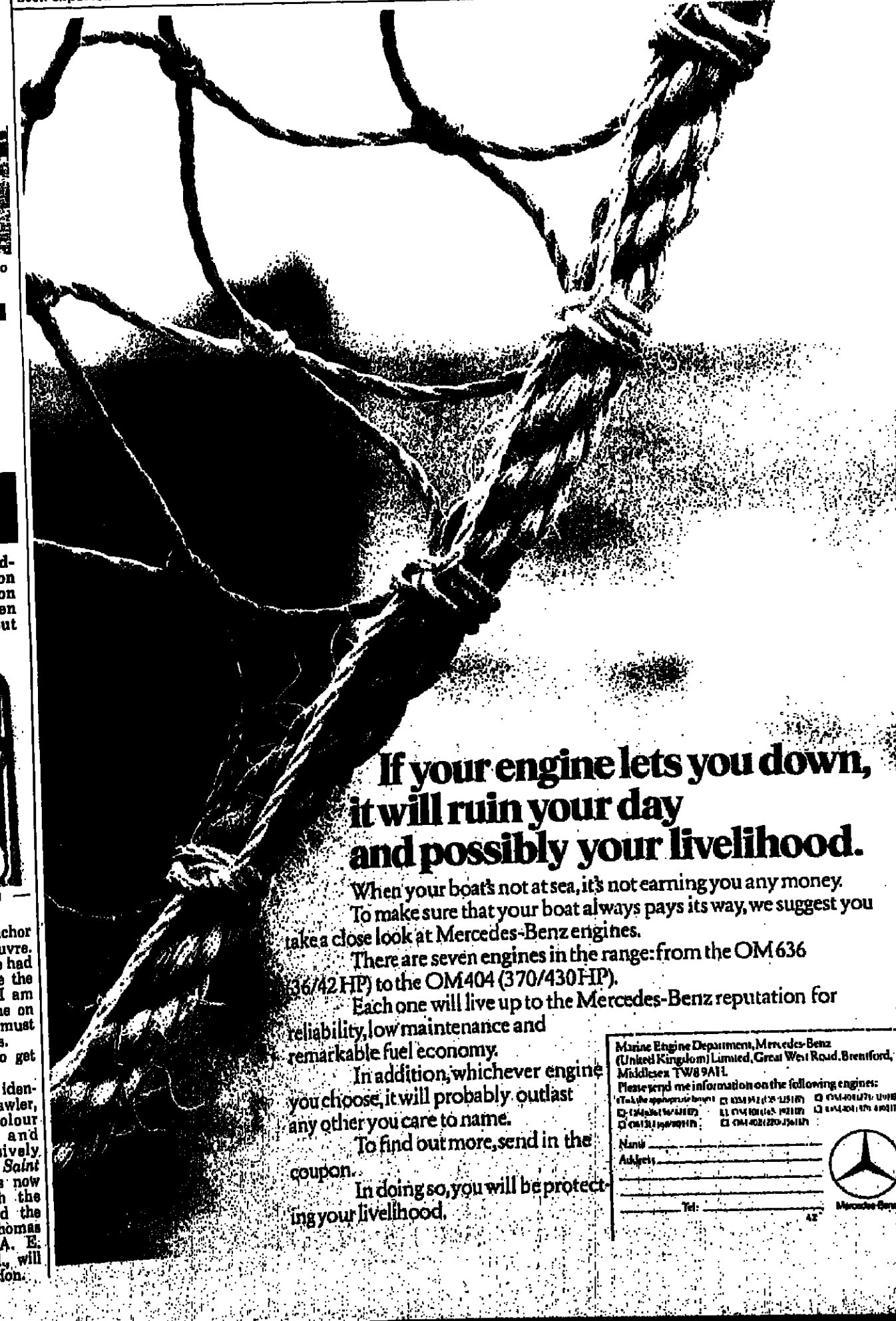
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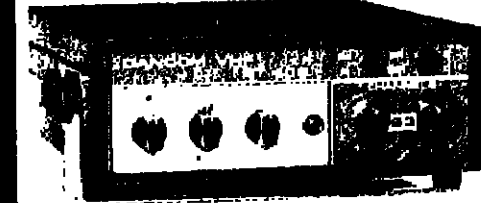
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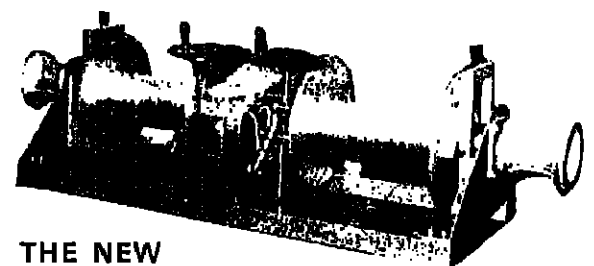
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Ban remains in force but; BOATS LAND CELTIC SEA HERRING

IRISH trawlers landed 140 crans of herring in two days last week at Dunmore East and presented a problem to the Government over enforcement of the Celtic Sea herring ban.

Despite a decision to call off their deliberate defiance of the ban and to fish only mackerel, the first eight boats coming into the port landed 100 crans of herring on Tuesday last week.

Irish Naval officers boarded three Irish trawlers fishing off Dunmore on October 4 after a protection vessel had been sent to the scene. Despite catches being inspected no herring were found, but other boats landed 40 crans into Dunmore that morning.

Some mackerel were among the catches, but herring was predominant. Fishermen at Dunmore East are angry and defiant because they feel they are the only ones suffering from the Celtic Sea herring restrictions.

Dutch trawlers are allowed a five per cent by-catch of herring when fishing other species, but it is alleged they have been taking up to 15 per

cent and some Dutch fishermen have admitted this. Irish fishermen now appear tired of events. Despite a scientific survey recommending a continued ban to help stocks recover, it appears that this time they have broken the law.

The 140 crans caught are being held in freezers at the local South and East Coast Fishermen's Co-op for later sale and the Department of Fisheries in Dublin says it is "considering" the situation.

Dilemma

Fishermen say that their action proves what they have contended all along, that the Dutch are taking a lot of herring while fishing for other species. Also that it is not possible to fish any species in the Celtic Sea without taking herring.

The only solution to the Celtic Sea dilemma is for a temporary pelagic fishing ban. However the developing sprat fishery in the area might complicate this. But such a ban would probably be accepted as a last resort.

The chairman of the Irish Fishermen's Organisation, Joey Murrin, travelled to Dunmore East after the herring landings.

He told *Fishing News*: "There is a fleet of 17 huge Dutch trawlers fishing 18 miles off the Waterford coast, claiming to be taking mackerel, but they are getting big catches of herring as well. 'Surely' Irish fishermen, who are now being hunted like criminals around the coast, are entitled to their living at a time when the Government is giving opportunities to Spanish fishermen as well as Dutch."

"I regret what has happened, but it does prove our point and our belief that the primary concern of our Government should be for our own fishermen."

Mr. Murrin said that the fishermen's action had not been open defiance of the law. They had gone fishing for mackerel, but had caught

herring. It was not possible, he said, to catch mackerel without catching herring.

He said it would be a travesty of justice if fishermen were prosecuted for the incident. They might have exceeded their by-catch limit, but divided among 17 boats at two crans allowed per man per day, it was not an excess.

Conceal

Mr. Murrin claimed that the Dutch were concealing their herring in the frozen blocks of mackerel, avoiding detection by the Irish Navy. No Dutch vessel was going to three hours over the side when they found a piece on the net.

The Irish Government denied that the Dutch were concealing herring. They are admitting to Naval Service has boarded and inspected many Dutch trawlers, but failed to find excess catches of herring.

SHIP BOSS RETIRES

AFTER a lifetime at sea Leonard Ayers (65) has retired from his position as senior ship's husband at Lowestoft for Boston Deep Sea Fisheries. He started fishing at 14.

Mr. Ayers (65) has worked for the company since 1949, part of that time as skipper. Apart from a wartime break in the Royal Navy Reserve, has been in fishing industry all his working life.

To mark his retirement he was presented with a cheque from Boston by Ray Prior, the Lowestoft manager, who paid tribute to his long service with the company. He said he first met Mr. Ayers over 30 years ago when he was skipper of the trawler *Delia*. Mr. Ayers was also presented with a clock from Putford Enterprises, Lowestoft, by Mr. J. R. Hashim.

Right: Ray Prior, Lowestoft manager for Boston (right), presents Leonard Ayers (centre) with a cheque from the company, shore staff, skippers and mates. Mr. J. R. Hashim is seen left.



Half-time protests

VESSEL owners at Grimsby have made the British Transport Docks Board reconsider a move to cut the opening time of the fish docks access gates on each high tide from four hours to only two.

The authority had planned to introduce 'half-time' on October 9, but cancelled this order following streams of protests from the port's fishing vessel operators.

The docks board claimed that a recent reduction of the opening time to two hours, forced on the board by a strike of maintenance engineers, had minimal effects on sailings and arrivals.



David Cox, new chairman of Grimsby Exchange, takes over from Vernon Green.

Exchange chairman

DAVID COX of Danbrit (Fish Salesmen) Ltd. has been elected chairman of the Grimsby Exchange Ltd. He is thought to be one of the youngest men ever to hold this key position in the fishing vessel owners' administrative organisation for Grimsby fish docks, and the first chairman elected from a seiner and small boat owning company.

Mr. Cox takes over from Vernon Green, director-manager of the Boston Group at Grimsby, who is moving to the firm's head office in Hull early in the New Year after the group withdraws its catching interests at Grimsby in December.

Repair firm expands

WILLIAM TREVITT of Arbroath, the fishing engineering repair firm, has quadrupled his workshop in two years and is searching hard for premises to expand further.

That is the success story of Alex McKinnon and Charles Bell, two engineers who have been in the business since 1964. They have taken over the established marine engineering firm.

Mr. McKinnon said: "We tackle all kinds of work, fishing boat engines, repairs, installations and alterations. We go all over the far north, Wick and Oban in the north, and we have also done work on the Isle of Man."

Now, however, they are desperately short of premises. When they started there were three men in the workshop. Now there are 12. We have had to touch with both the Regional Council and the District Council in the hope of a site for a new workshop. "Our main problem is that we need to have a workshop near the harbour."

ABERDEEN is still stunned by the tragic loss of the 86 ft. trawler *Grampian Glen*, owned by the North Star Fishing Co., which sank in heavy seas on Thursday evening last week 150 miles out in the North Sea.

Of the crew of eight only the mate, William Spark of Nairn, and deckhand Roland Smith of North Shields, managed to get into the lifeboat.

Four other members of the crew, including Skipper George Smith, were swept away by seas breaking across the boat deck. None of them was wearing a life-jacket and only one could swim.

It is reported that the trawler heeled over to port and sank within two minutes, and the cause is said to have been a huge pump locked in the open position. However, this would not appear to be sufficient by itself to allow so much water to enter the ship so quickly.

Grampian Glen had left Aberdeen the previous Sunday on a 10-day trip, but it is not known what weight of fish she had aboard at the time of her loss, which would have a bearing on her reserve buoyancy.

Her fishroom became flooded and had to be pumped out only the day before she left on her final trip. The cause of this flooding was not stated.

The vessel went down so quickly that it

SIX-MAN TRAGEDY STUNS ABERDEEN

was not possible to send a radio distress message, and only one of the two lifeboats could be launched because of her list and the fact that the other raft would be on the weather side. Wind at the time was westerly, Force 7, with a rough sea.

Even though visibility was estimated at 1 1/2 miles, the two survivors were unable to attract the attention of at least one passing ship and had fired their last distress flare as another came in sight.

This was the 4,000-ton *Merzaria Fenicia*, on passage from Lerwick to Copenhagen, and by the time she picked the men up they had been drifting for four hours. The ship continued on her voyage, landing the men at Copenhagen, and they were flown home.

The alarm was raised as soon as the men were taken aboard and an air-sea search made with HMS *Jersey* acting as surface co-ordinator. A helicopter spotted a lifebuoy

which was found to bear the missing trawler's name and seven vessels made a concentrated search of the area, but to no avail.

Bearing in mind the time elapsed before the vessel's loss was known, the low temperature of the water, rough sea conditions, and the fact

that it was dark at the time of the sinking, the odds were against the survival of the four men who were swept overboard — Skipper George Smith and deckhands Alan Whiting, Ian Milne and David Ripplin.

Engineer Denis Warren and Joe Warzala, the cook, are thought to have been

trapped below when the vessel heeled over. The search went on until dusk the following day, but by that time only three lifebuoys, 22 fish boxes and four orange floats were picked up, and nothing else.

Of the survivors, the mate was on his first trip as a regular crew member of the vessel

and the dookhand (formerly skipper of the North Shields boat *Achieve*), was making his second trip. The skipper had been in command of *Grampian Glen* for 18 months.

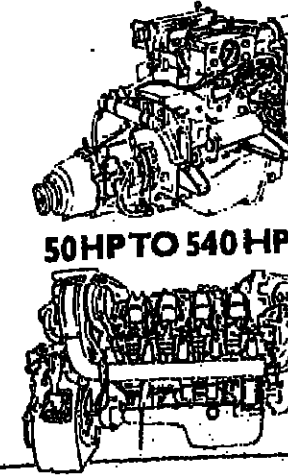
● A lifeboat of the type carried by *Grampian Glen* would have had six hand flares and four rockets in its distress pack.

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Universal clip for lining...

A SIMILAR type of hook-on longline clip to one which used to be made by Specialist Springs in Bridport is being made by Finch and Partner at 9 Rose Street, Tonbridge, Kent.

Called the Universal, they are obtainable from West Dorset Nets, 8 Dreadnought Trading Estate, Magdalen Lane, Bridport, and other suppliers of inshore fishing gear.

The Universal clip is called this because it will fit most lines between 4 mm and 10 mm diameter and it differs in two ways from all other stainless steel hook-on clips I have had an opportunity to test. It is made of finer wire and it can be supplied fitted with a swivel.

I think that being made of

John Burgess' Log



finer wire is a point in its favour. Clips made of thicker steel wire do not have the inherent spring which facilitates hooking them to and unhooking them from lines.

New Zealand bronze clips seem to have this spring, but some imported steel clips which I have tried definitely do not and take time and effort to remove from a wet

line. To offer the clips with swivels attached is a brilliant idea, provided the swivels are made of stainless steel which they appear to be.

When you use snap-on clips you know that not even a writhing conger can remove them from a line, but when you lose snoods attached to a line with hook-on clips you are always in doubt as to whether they have been removed by active and sizeable fish.

If you use Universal clips with swivels on them, such losses are likely to be few and far between. What is more you will not be put to the expense of buying swivel hooks when congers may take your baits.

I have been told that swivel clips plus ordinary hooks cost less than ordinary clips plus swivel hooks.

Spider crabs

"I HAVE been catching about 1600 lb. of spider crabs a day in my pots recently. Can you tell me anything about the migratory habits of these crabs and whether there is a market for them anywhere?"

According to Dr. Eric Edwards, a director of the MAFF Fisheries Laboratory, Burnham-on-Crouch, Essex, not much is known about the life cycle of spider crabs found off the south coast of England.

Research is currently being undertaken with the object of discovering more about the habits and stocks of the species.

As far as is known, thorn-back spider crabs (*Maia squinado*) moult several times to increase in size and moult finally when sexual maturity is reached. Thereafter they do not grow any more.

They migrate to shallow water to breed in March until September when they migrate to deeper water.

There are markets for spider crabs in France and Spain.

The director, Shellfish Association of Great Britain Ltd., Fishmongers' Hall, London Bridge, London EC4R 9EL, might be able to supply you with a list of merchants.

Skinning dogfish

"I AM concentrating on longlining skates and rays, but I often catch quantities of dogfish as well.

"Can you tell me how to

skin dogfish at sea and where I can sell them?"

You can skin dogfish by using a board about 3 ft. long with a spike or stout nail driven through the middle of it a few inches from one end.

When you have gutted the fish, you place it on the board with the spike through its head and cut off all its fins.

You then cut through the skin behind the gill covers and free it from the flesh with a knife or pair of pincers, so you can grip it.

When it is freed all round you take a dry rag to be able to grip it with both hands and then strip the skin from the flesh with a strong pull towards the tail.

Gordon Ridlington, 41 North Market, Grimsby, is a specialist dealer in fresh and frozen dogfish and might buy your catches.

Sheathing on clinker

"I HAVE a 20 ft. clinker-built boat which I use for lobstering from April to October every year.

"She is over 15 years old and beginning to leak in places so this winter I intend to haul her out under cover and sheath her to a little above the waterline.

"I have been told that the best way to do it would be with glassfibre. Could you please tell me what this involves and also what other ways of doing the job there are?"

One method — the Bondaglass-Voss method — of sheathing boats with glassfibre reinforced plastic is as follows:

You capsize the boat on trestles a couple of feet above the ground, let her dry out and sand the planking down to the bare wood.

If it is clinker-built like yours, you round off edges of planks, fill lands with a substance called Doubleflex and then sand again until the boat has a smooth round bottom.

You then apply a special primer and let it cure for half-an-hour or so. When it is tacky, you fit strips of glassfibre cloth or mat transversely across the hull until it is completely covered.

Then you apply a coat of resin, further strips of cloth or mat, and a second coat of resin. When the second coat has cured, you apply a coat of Bondapaste, sand it and then paint until you have a hard, smooth surface.

Alternative ways of sheathing a hull like yours include application of black rubber sheathing, synthetic rubber coatings, nylon cloth impregnated with resins, and ferro-cement.

Most easily applied and least expensive of all sheathing materials is black rubber sheathing. It is a one-component composition that you apply in the same way as paint.

You would have to dry out the hull of your boat and scrape off old anti-fouling, but would be able to coat her when you like regardless of ambient temperature.

It forms a smooth continuous skin which effectively seals all leaks and which is sufficiently flexible to remain intact however much the boat 'works'.

A more expensive rubber caulking and sealing compound that you could use is a Ulon-based product known as Multican X100. Ulon is claimed to be the toughest synthetic rubber of all and to

be unique in its wear resistance.

But you have to add a catalyst to the principal Multican ingredient before application and, as a consequence, you get a mixture which has to be applied within a limited time at stated ambient temperatures only.

Limpetite is an excellent synthetic rubber sheathing composition which would serve your purpose very well if you are prepared to go to the trouble and expense of applying it exactly in accordance with the manufacturer's instructions.

They include scraping back to bare wood, applying two coats of primer, adding an accelerator to the main ingredient an hour before use, and, finally, applying 12 coats to achieve a film thickness of 1/32 in.

The manufacturers claim that fouling organisms will not adhere to Limpetite and marine borers cannot penetrate it. If this is so, it must be the best rubber sheathing of all.

A well-proven method of sheathing boats like yours is to use the Cascover process, which consists of bonding a specially-woven and treated nylon cloth to the hull with a resinol resin and then impregnating the cloth with a vinyl resin.

An advantage of the process is that the cloth, while adhering firmly to the wood, will flex with it and not set up stresses which may cause trouble. Another is that it not only makes a hull watertight but protects it against penetration by marine borers, impact damage and general wear.

Information to enable you to make comparative estimates is obtainable from: Bondaglass-Voss method — Bondaglass-Voss Ltd., 184 Ravenscroft Road, Beckenham, Kent; black rubber sheathing — Geoff Watts (Marine Compositions) Ltd., Sandhills, Shepperton-on-Thames, Middlesex; Multican X100 — Unilever Marine, Knaresborough, Yorkshire; Limpetite — Payne's Shipyard, Coronation Road, Bristol; Cascover process — Borden Marine Ltd., 61 Commercial Road, Southampton.

Hauler for a dory

"WE HAVE been potting successfully this season in a Dell Quay dory powered by a 50 hp Mercury outboard with a 74 hp Mercury as an auxiliary.

"We have been using an electric capstan which, though most reliable, does not haul fast enough for high-speed operations.

"What we really need is a hauler capable of bringing lines in at a speed of 100 ft. a minute or more and an arrangement where pots can be lifted clear of the water and brought inboard without having to be dragged over the rail.

"Have you any suggestions as to what type of hauler would suit us best and the best way of lifting pots inboard?"

I think that a Trap Fishing line hauler, which is capable of a pull of 200 lb. at 100 ft./min., would probably suit you as well as any.

This type of hauler is designed to be powered by motor outboard, as well as many, inboard engines. It is

light, compact, inexpensive and can be fitted almost anywhere in a boat.

It is designed to be clamped to thwart, gunwale, quarter-lane or transom, connected to the engine and to be driven by a drive which externally resembles short length of hydraulic hose.

Fitting a special bracket nut is the only modification that has to be made to engine to enable the hauler to be driven from it. No special tools and no special skill are required to do this.

When in position, neither hauling sheave nor drive interferes with normal operation of the engine.

Since there is plenty of space in the bow of a Dell Quay dory, the best way of lifting pots inboard might be to fit a davit with an angled block along from the near the bow.

One of you could then work the hauler aft, the other get pots aboard forward and there would be plenty of space for clearing and rebaiting pots amidships, before re-laying them.

In this way weight would be evenly distributed throughout the boat and the time and therefore less risk of shipping over the rail than if the dory were to be fitted on one other side of the boat.

Trap line haulers are obtainable from Trap Fishing Ltd., 47 Mespit Road, Bally, Ireland; open-sided line from PNP Dory Ltd., Eastern Boatworks, Burnham-on-Crouch, Essex or E.S.J. Engineering Ltd., Island St., Salcombe, Devon.

Your local blacksmith or marine engineer would be able to fabricate a small lightweight davit for you.

Float line

"CAN YOU tell me where I can buy a certain type of buoyant headline.

"It is made of polypropylene, is about 1/4 in. and has a lozenge-shaped sort of buoyant material woven into it at six or eight intervals."

This type of float line is made by Berge Slyngefabrik A/S in Bergen, Norway, and Oseid Slynge and Ropeworks S.A., P.O. Box 100, Ostend, Belgium.

It is obtainable in this country from Hugh Noyes (Marine Sales) Ltd., The Cottage, Aberdeenshire.

IF YOU have any queries about boats, equipment, gear or methods, John Burgess is always prepared to try to answer them if they are within a stamped addressed envelope for reply.

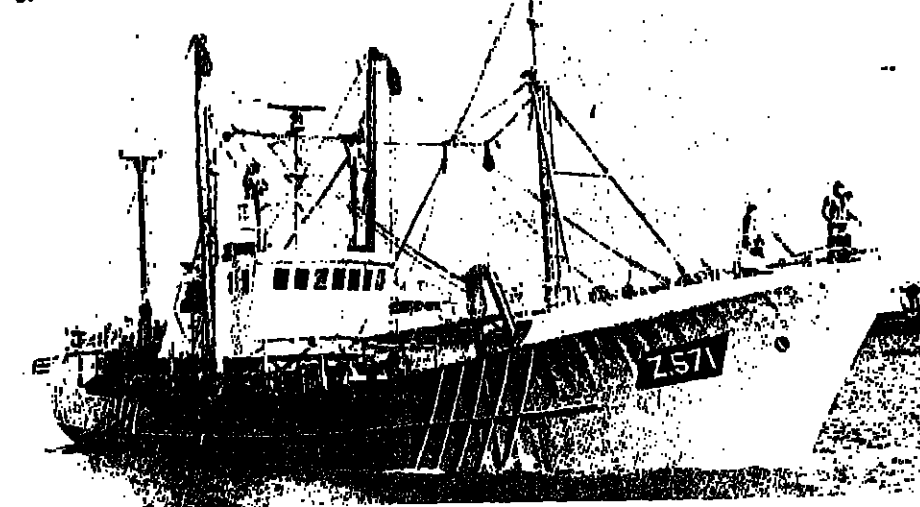
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The Belgian beamer Zephyr outgrossed the Grimsby fleet last week.

BIG HAULS OF COLEY

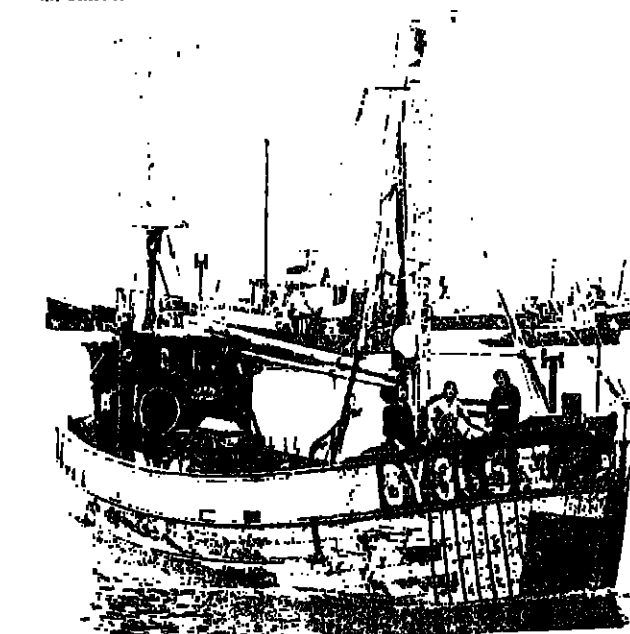
GRIMSBY'S middle-water trawler fleet restored a little of its lost pride last week with a much better series of landings at the Humber port. Two of BUT's 130ft. 'cat' class vessels, *Ross Genet* and *Ross Jackal*, topped the thousand-kit mark after North Sea/Westerly trips.

However, both had big turn outs of coley and sullocks and 280 of cod — hit one of the slackest markets. She picked up only £21,818 after a 16-day trip off Scotland.

But had a series of vessels grossing near £20,000. With cod and haddocks still in short supply from the trawlers, it was unfortunate that *Ross Tiger* (Skipper Len Smith) — with a fine mix-

ed trip of 782 kits, including 280 of haddocks and 200 of cod — hit one of the slackest markets. She picked up only £21,818 after a 16-day trip off Scotland.

Sister-ships *Ross Jaguar* (Skipper Dennis Speck) and *Ross Panther* (Skipper Wally Stokes), which also managed to avoid large catches of



Gades made her best-ever trip since being bought from Denmark by Consolidated almost one year ago. She hit £11,442.

Five fined for 'error'

THE FIVE owners of a Kirkcaldy-registered fishing boat have each been fined £20 at Berwick Magistrates' Court after being convicted of illegal fishing off the north Northumberland coast.

They had denied a charge of breaking a Northumberland Sea Fisheries Committee by-law by trawling inside the three-mile limit near Holy Island.

The five are: William I. Gourlay of Pittenween; his brother George I. Gourlay of Braehead, St. Monance; John Gerard and David Gerard, both also of Braehead; and Andrew Gerard of Arbroath.

Their boat, *Ardgour II*, was spotted trawling inside the limit by local fishermen.

Skipper William Gourlay denied "taking a risk" and claimed they were outside the limit.

Defending solicitor, Edward Chester, said: "The incident was the result of a navigational error."

'Binks' calls a halt...

THE GRIMSBY anchor-seiner *Binks*, which completed her last North Sea trip on September 18, has tied up for the winter break.

The privately owned vessel, which operates through the Tom Sleight (F.S.) Ltd. agency, is always among the first to stop fishing at the onset of autumn.

Unless the fishing remains exceptional, and the weather reasonably gale-free, several other anchor-seiners are expected to join *Binks* at the end of their present trips.

coley, suffered a similar fate and their respective 16-day voyages of 728 and 640 kits of mixed fish made £20,784 and £19,180.

In the end *Ross Cougar* (Skipper Jack Major) narrowly missed *Ross Tiger* for the week's honours, with a grossing of £21,890 from a 16-day North Sea trip off Scotland from 785 kits, just about half being 'blacks'.

Of the two big coley landings *Ross Genet* (Skipper Pat Philipson) grossed £19,719 from 1,080 kits and *Ross Jackal* (Skipper 'Paddy' McCarthy) only £16,444 from 1,036 kits after 168 kits of sullocks went to meal.

Consol's *Carlisle* (Skipper Keith Heron) weighed in well with £17,295 — and there was another bumper trip from Lindsey Trawlers' *Lemberg* (Skipper Henry Pexman) in the under 120ft. section with a fine show of plaice. She had a total of 355 kits after just 13 days and this was worth £15,461.

Broken trip

Taylor's best came from *Kyoto* (Skipper George Dewery) with a very modest £12,498 from 649 kits, largely 'blacks', after 17 days. Four other trawlers failed to better this, including a broken trip by *Tokio* of 28 kits, and it was a week best forgotten in this quarter.

Pair trawling across *Margrethe Bojen* (Skipper Jens Bojen) and *Frances Bojen* (Skipper John Richardson) added another £40,231 from 1,168 kits of codauls to their massive earnings for the year so far, but the 17-day North Sea trip was one of the team's longest for some time.

Next best in this section was a combined £33,809 by *Carl Borum* (Skipper Graham Riley) and *Jacqueline Borum* (Skipper Jan Borum) from 1,027 kits, again mostly cod and codling.

It was another very big week for the seiners and, despite recent gales, seven vessels battered £10,000 each.

Gladnes (Skipper Jorgen Olesen) hit the weekly high on £12,010 from a cod and plaice 15-day trip. In third spot *Consol's Gades*, with £11,442, celebrated the near end of her first year at the Humber port with her best to date.

Of the continental landings, no one could match the Hamling-registered Belgian beamer *Zephyr* (Skipper Roger Aerts) with £26,433 from 701 kits of plaice and prime.

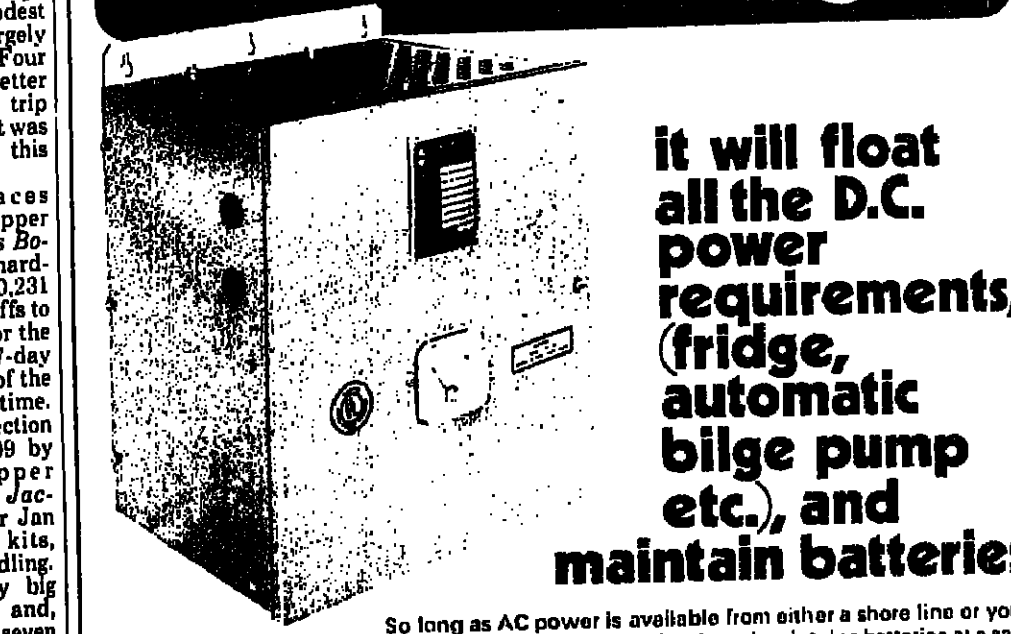
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THERE IS some doubt whether the French trawlers which helped keep up supplies at Fleetwood last year and early this year will be returning to the port.

Mark Hamer, general manager of the Fleetwood Fishing Vessel Owners' Association, who has just returned from a trip to Brittany during which he met the French owners, said their vessels were currently working grounds further south than when they were landing at Fleetwood. On the more northerly grounds they were facing problems with quotas. "They were very satisfied with Fleetwood's service but, at present, they have changed their fishing patterns. I cannot hold out any immediate hope for an improvement in the situation," he said.

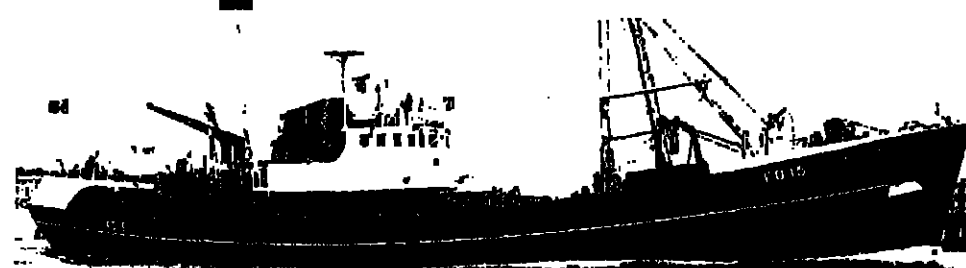
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"Catches are being restricted and fishing is very poor everywhere. There's nowhere we can send them to make a profitable trip."



Boston Explorer — laid up and for sale after loss-making trips.

The vessels were once two of the port's most successful. Robert Hewett was the year's top ship during the 1980s while under the command of Skipper Victor Buschini MBE, who is now the Hewett company's trawling manager. There was also news last week that the side trawler Boston Explorer was the subject of purchase negotiations. Dennis Bond, Boston Deep

Sea Fisheries' Fleetwood manager, confirmed that the firm had had talks with a view to selling the ship to undisclosed interests. These latest moves appear finally to have ended the large side-trawler era at the port and their possible sale could not come at a worse time, with several of the port's stern trawlers soon to head south for the mackerel season.

Arrival

Boston Explorer has been tied up for some time as a result of having limited grounds to work on. Should she leave the port it will take

Band together to end factory ship threat

SIR, Skipper Browne of Ullapool appeals to Cornish fishermen (*Fishing News*, October 8) to join him in trying to bring some sanity into the regulation of mackerel fishing by reducing the foreign factory ship threat. He is right. The Cornish Fish PO is working at it.

These foreign vessels are permitted by our government and the harbour authorities concerned to trade here for the benefit of a few owners and fishermen with a great deal of their own and taxpayers' money invested in ruthless bulk-catching vessels.

On the other hand, many boat owners who have invested all they have in the less voracious catching methods are suffering heavy loss of gear and catch because of such greed.

Two weeks ago just outside the Isles of Scilly three-mile limit, a Newlyn boat had the markers cut away from £10,000 worth of nets. The gear was the skipper's whole investment in the boat; he is working for another owner and its loss would have been ruin for him.

After a week of grappling he has recovered his nets but this is rare luck, and with the constant trawling we are now suffering, all fixed gear is at far greater risk than ever before. More and more Cornish boats are having to leave the mackerel fishing upon which they have depended for years

LETTERS

and change to fixed gear, but they can find no peace. One of the things the Cornish Fish PO is pressing for is a closed season for netting for mackerel here from early spring to autumn.

This would prevent the taking of very immature fish which was carried on into the late spring this year. It would also give the fixed net and pot users a summer season to make a living.

Approved

We have a local by-law that forbids 80ft. vessels working inside three-miles from the shore, and we are trying to add a further band inside which 80ft. vessels may not fish for mackerel under the licence.

So far neither of these measures has been well received by the Ministry though the closed season for netting was unanimously approved by POs

and other catchers' representatives at a Ministry meeting to discuss the new mackerel licence on September 14.

Last winter the people of Falmouth suffered the small and pollution from the few factory ships working there then. I have sent Mr. Browne's letter to the local Press in the hope that it will be published here and that it will be not only the fishermen who object to the greatly-increased number of such ships that are expected here.

Yes, Mr. Browne is certainly right. It is time inshore fishermen all got together. We have written to several organisations from the Isles of Scilly to the Shetlands. So far we are still working in isolation but if like-minded fishermen from all round our islands will only take Mr. Browne's advice, perhaps we can get the real local protection we all need.

What about it, fishermen? DAPHNE LAWRY, Secretary Cornish Fish Producers' Organisation, Eagle Cottage, Kelynack, St. Just-in-Penwith, Cornwall.

...THEY'RE WELCOME

SIR, The complaints of your reader (factory ship armada is killing our jobs, *Letters*, *Fishing News*, October 8) are really in essence that pair trawling for mackerel is incompatible with pot or creel fishing for prawns or crabs.

He is being unfair and misleading in implying that this has something to do with the East European factory ships.

Loch Broom has been a herring centre for over 300 years and for a large part of that time, foreign ships have been

coming to carry away the processed products. Only recently have mackerel for a short time of the year been replacing herring.

We are very fortunate to have visiting ships to carry away this mackerel for human food — to world and national benefit — and we should encourage their coming.

Just think of the dangerous chaos if the quota of 100,000 tonnes of mackerel were being carried over our relatively primitive roads to Scottish east coast fishmeal plants. Most human operations

cause some pollution. Ullapool itself, for example, discharges its sewage untreated into the sea. Pollution from ships can be expected to diminish once the few offenders are identified, but even at the moment it is not inappreciable given that this is an important fishing area.

Indeed, Ullapool was established nearly 200 years ago for the express purpose of exploiting the fish shoals of Loch Broom.

WILLIAM MUIR, Salmon Fishing Station, Achiltibuie, Ullapool, Scotland.

Sackings — skipper hits out

FLEETWOOD skipper Harry Pook, hit out last week over the sacking of the crew of the former Fleetwood trawler Wyre Revenge which he has been commanding out of Aberdeen under an agreement arrived at before the Wyre Trawlers' fleet was transferred north.

He said he had told the owners, British United Trawlers, that he was going to leave Wyre Revenge after the next trip because, among other reasons, BUT had refused to provide "half-way" accommodation ashore which had been agreed with the union.

Protests

When the vessel sailed and he left, the crew of the Revenge was sacked. It brought protests from the Davies, Transport and General Workers' Union district organiser at Fleetwood.

The union's fishing branch officer at the Scottish port, Albert Shepherd, said: "We made the agreement. Fleetwood men should stick to it. If we cannot get them back aboard we will be pressing for unfair dismissal or redundancy benefits."

Skipper Pook claimed that both Wyre Revenge and Vanguard had sailed with the Scottish crews, while Wyre Conqueror had three Scottish fishermen on board. He was very upset because, he said, he had been told that the skipper and crew had been sacked.

Other Fleetwood skipper, including his brother Charles, had been available to take over when he left but job interviews were cancelled. Skipper Pook said: "I understand that BUT has sold one of its smaller boats, Andrea, and that the skipper and crew have gone aboard Revenge."

"My impression is the BUT's offer of jobs at Aberdeen was merely a political gambit and that, since they've been operating the 'slow work-out' — trying to make us chuck up the job they would not have to do us themselves."

Andrew Lewis, managing director, was available to comment on Skipper Pook's statements. He said earlier: "Our agreement with the union is that Fleetwood men should be kept aboard three of the trawlers at Aberdeen. We have now asked if they can be dispersed if necessary."

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PROCESSING AND MARKETING

BRITISH fishermen and processors are about to be dealt another body blow by scientific assessments of their major stocks. It is understood that ICES scientists have now concluded a review of the stocks for 1979 and their recommendations, if accepted, will increase pressure on the industry, particularly on home-water grounds.

There is no support for opening the North Sea herring fishery during 1979. If this recommendation is accepted it will cause great disappointment to the Scottish herring fishermen in the north-east and Shetland who had been hoping for a small North Sea fishery to compensate for this year's closure off the west coast.

Equally devastating is the scientists' recommendation that the ban on herring fishing off the west coast remains in force throughout 1979. The impact this will have on the local herring boats is unlikely to be easily offset by turning to other fisheries in view of the recommendations for these.

The only herring fisheries that the scientists recommend be fished are those in the Irish Sea and west of Ireland — but the quotas of 11,000 and 7,000 tonnes respectively are insignificant when compared with the needs of the British herring processors who now face a future even bleaker than they could have contemplated 12 months ago.

For the first time in its history, the British fishing industry faces the prospect of no herring fishing in either the North Sea or Minches which, only a few years ago, supplied the needs of the European market.

This is true in particular of North Sea haddock, which is the mainstay of many seine net vessels working in the North Sea and those based in north-east Scotland.

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There can be no doubt that by the time the Norwegians are allocated a share of this haddock and it is then carved up among the EEC member states, British fishermen will be faced with the prospect of catching substantially less haddock.

In their appraisal of the North Sea stocks, the scientists are more pessimistic than they were last year and they will be recommending that the cod TAC be reduced

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Again, a split with Norway will need to be agreed on and, if this is similar to the proportions agreed last year, then the quantity of cod available for EEC fishermen including those from the UK will be considerably lower than last year.

One of the few crumbs of comfort for British fishermen in 1977 in the North Sea was the prospect of substantially higher landings of whiting. After an initial recommendation of a TAC of 160,000 tons, the scientists reduced this mid-year to a more modest 111,000 tons.

This action may have appeared strange, in view of the beneficial effects for the stock resulting from the introduction and subsequent extension of the Norway pout box. In spite of the effects of this, the scientists have recommended a further cut-back in the North Sea whiting catches, but this time to 85,000 tons.

The only species for which an increased TAC is recommended in the North Sea is plaice, for which the scientists are recommending 120,000 tons compared with a current TAC of 115,000 tons.

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All in all the prospects for British fishermen, who rely on North Sea grounds for their livelihood, are grim and their colleagues fishing west coast grounds are faced with an equally sad tale. Already this year the Government has all but effectively stopped vessels fishing for haddock on the west coast and the recommended haddock TAC for 1979 of 11,000 tons represents a reduction on 1978.

The TAC for whiting, which is the mainstay of many inshore vessels on the west coast, has been reduced by 5,000 tons to 12,000 tons. This must increase the chances that next year action will need to be taken to prevent whiting fishing from being curtailed before the end of the year.

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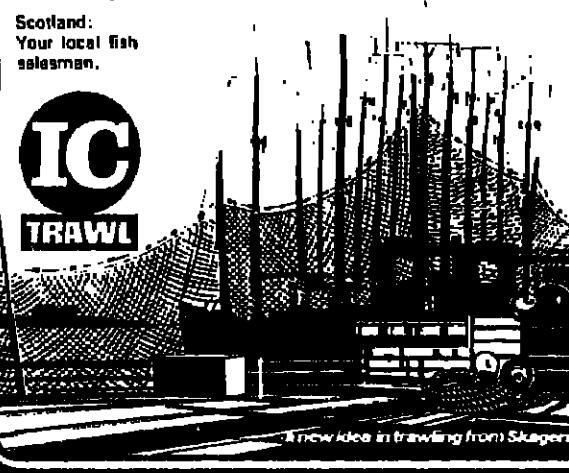
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fish handling

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For the first time in its history, the British fishing industry faces the prospect of no herring fishing in either the North Sea or Minches which, only a few years ago, supplied the needs of the European market.

The question that must be asked is whether, if another year has to pass before even small-scale herring fishing can resume, will there be a fleet and processors left to carry on?

In the past the effects of a ban on one species have to some extent been absorbed by the boats turning over to other fisheries. But according to the scientists, the state of some of the alternative stocks is such that without a very big cutback in the level of landings, these species could go the same way as the herring.

This is true in particular of the North Sea haddock, which is the mainstay of many seine net vessels working in the North Sea and those based in north-east Scotland.

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In the past two years mackerel has acquired the role of saviour for a considerable proportion of the British fishing fleet. Given the scientists' recommendations for herring and other

stocks, the pressure on mackerel stocks in 1979 is likely to increase.

It will come as a relief to many that the scientists' recommendations for west coast mackerel of 435,000 tons is almost unchanged from this year, although this will be questioned by many as being too high.

Pressure

It is not only the stocks within the Common Market's EEC that are under pressure, but also those in the north-east Arctic fished by British

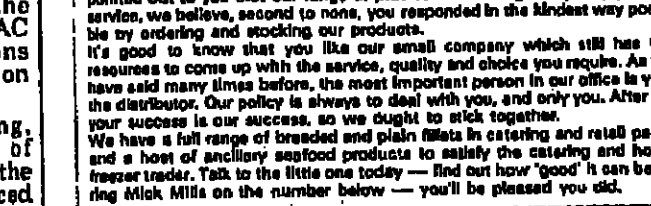
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Chairman: Admiral Sir Charles Madden Bt., G.C.B., D.L.
Secretary: J. C. Lewis Esq., G.B.E., J.P., F.C.I.

97 YEARS CONSTANT SERVICE TO FISHERMEN AND THEIR FAMILIES

Band together to end factory ship threat

SIR, Skipper Browne of Ullapool appeals to Cornish fishermen (*Fishing News*, October 6) to join him in trying to bring some sanity into the regulation of mackerel fishing by reducing the foreign factory ship threat. He is right. The Cornish Fish PO is working at it.

These foreign vessels are permitted by our government and the harbour authorities concerned to trade here for the benefit of a few owners and fishermen with a great deal of their own and taxpayers' money invested in ruthless bulk-catching vessels.

On the other hand, many boat owners who have invested all they have in the less voracious catching methods are suffering heavy loss of gear and catch because of such greed.

Two weeks ago just outside the Isles of Scilly three-mile limit, a Newlyn boat had the markers cut away from £10,000 worth of nets. The gear was the skipper's whole investment in the boat; he is working for another owner and its loss would have been ruin for him.

After a week of grappling he has recovered his nets but this is rare luck, and with the constant trawling we are now suffering, all fixed gear is at far greater risk than ever before.

More and more Cornish boats are having to leave the mackerel fishing upon which they have depended for years

LETTERS

and change to fixed gear, but they can find no peace. One of the things the Cornish Fish PO is pressing for is a closed season for netting for mackerel here from early spring to autumn.

This would prevent the taking of very immature fish which was carried on into the late spring this year. It would also give the fixed net and pot users a summer season to make a living.

Approved

We have a local by-law that forbids 80ft. vessels working inside three-miles from the shore, and we are trying to add a further band inside which 80ft. vessels may not fish for mackerel under the licence.

So far neither of these measures has been well received by the Ministry though the closed season for netting was unanimously approved by POs

and other catchers' representatives at a Ministry meeting to discuss the new mackerel licence on September 14.

Last winter the people of Falmouth suffered the smell and pollution from the few factory ships working there then. I have sent Mr. Browne's letter to the local Press in the hope that it will be published here and that it will be not only the fishermen who object to the greatly-increased number of such ships that are expected here.

Yes, Mr. Browne is certainly right. It is time inshore fishermen all got together. We have written to several organisations from the Isles of Scilly to the Shetlands. So far we are still working in isolation but if like-minded fishermen from all round our islands will only take Mr. Browne's advice, perhaps we can get the real local protection we all need.

What about it, fishermen? DAPHNE LAWRY, Secretary Cornish Fish Producers' Organisation, Eagle Cottage, Kelynack, St. Just-in-Penwith, Cornwall.

...THEY'RE WELCOME

SIR, The complaints of your reader (Factory ship armada is killing our jobs, *Letters*, *Fishing News*, October 6) are really in essence that pair trawling for mackerel is incompatible with pot or creel fishing for prawns or crabs.

He is being unfair and misleading in implying that this has something to do with the East European factory ships.

Loch Broom has been a herring centre for over 300 years and, for a large part of that time, foreign ships have been

coming to carry away the processed products. Only recently have mackerel for a short time of the year been replacing herring.

We are very fortunate to have visiting ships to carry away this mackerel for human food — to world and national benefit — and we should encourage their coming.

Just think of the dangerous chaos if the quota of 100,000 tonnes of mackerel were being carried over our relatively primitive roads to Scottish east coast fish plantations. Most human operations

cause some pollution. Ullapool itself, for example, discharges its sewage untreated into the sea. Pollution from ships can be expected to diminish once the few offenders are identified, but even at the moment it is not inopportune given that this is an important fishing area.

Indeed, Ullapool was established nearly 200 years ago for the express purpose of exploiting the fish shoals of Loch Broom.

WILLIAM MUIR, Selmon Fishing Station, Achiltibuie, Ullapool, Scotland.

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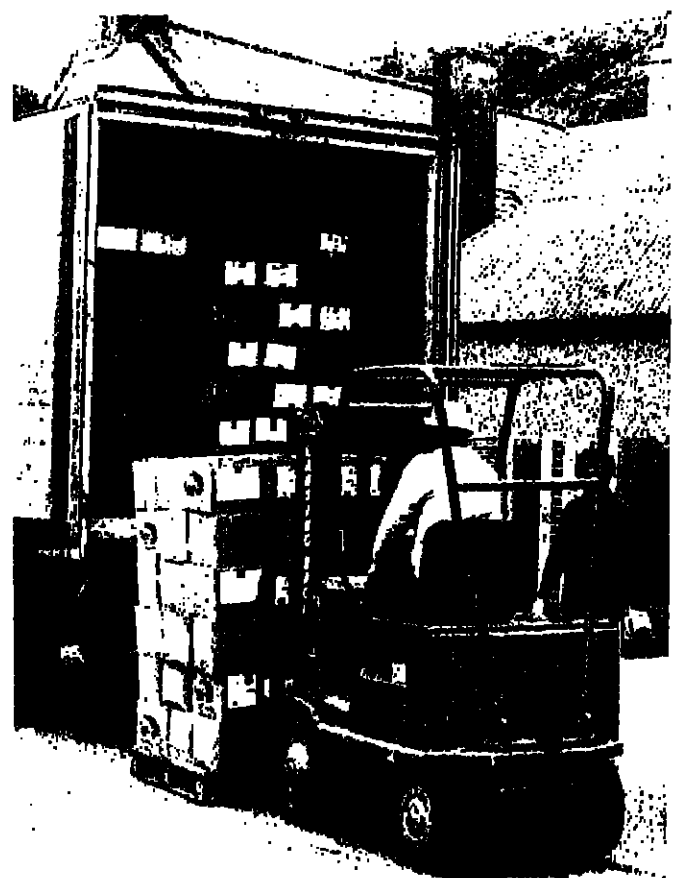
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It's an upside down world with kippers

THE time-honoured, yet back breaking, process of lifting baulks of kippers up to the top of the kiln is still carried out. Every baulk has to be lifted three times before smoking can begin in a full-kiln. A full report on Grimsby's last herring auction starts on page 24 of this issue of *Fish Handling*.

FISH HANDLING, processing and marketing



Crabs for Paris

FRENCH demand for Scottish crabs keeps growing. This first 15-ton consignment (see above) of the season from Young's Highland Seafoods plant at Boddam near Aberdeen is destined for Paris. It will be followed by a regular supply to hypermarkets in France. The load is seen being checked away by Jim Young, production accountant at the factory.

NEW COD SAUCE

BIRDS EYE — the firm which has a 66 per cent share of the retail cod in sauce market — has launched cod in mushroom sauce.

This new recipe has been tested in both the north and south of England and went into national distribution this week.

In the tests the new product was rated as highly as cod in parsley sauce which was launched in 1975 and has grown to a turnover of over £3 m. Cod in mushroom sauce contains pieces of hand-picked English mushrooms and will have an r.p. of 43p.

The launch of the new product is being backed by a £250,000 television campaign. A special launch commercial has been prepared and will be seen on screens

nationally for four weeks from October 23. This will also be backed up by extensive trade press advertising.

Cod in mushroom sauce 6 oz packs will carry a 4p-off promotional offer and freezer packs will have a 25p-off next purchase voucher. These offers will also apply to cod in butter and parsley sauce.

Independent "blind" taste tests conducted recently on behalf of Birds Eye show significant preference for the Birds Eye products over their rivals, according to the firm.

Sales of Birds Eye cod in sauce have trebled since 1970 and this year has been one of further record growth with a total volume increase of 17 per cent.

Mackerel: buyers can't compete

THE SECRETARY of the Herring Buyer's Association has said that lack of cash is preventing UK fish processors from getting their fair share of mackerel landings.

Walter Dyson said that UK processors' hands were tied, but added that the UK should be able to process all the mackerel going to Russian and Bulgarian vessels in British waters.

The "poor old processors" have had to dissipate what capital they have available to remain in business. Processors have not got the working capital available to indulge in taking normal commercial risks.

Mr. Dyson said: "The association had issued a warning that unless they got help the Government is going to see some very heavy unemployment in some areas."

"The mackerel situation is the latest proof that the processors needed a substantial injection of capital."

"If nothing is forthcoming the processors would continue to find it very difficult indeed to compete for mackerel against the buying power of the Eastern Bloc countries."

"The Government is sympathetic to the processors' plight, but sympathy will not keep them going," said Mr. Dyson.



Marc, 5, plans fish career

CUSTOMER satisfaction at a popular fish retail shop in Solihull has been taken to new lengths. Regular visits to Vickerstaff (Birmingham) Ltd. with his mother decided five-year-old Marc Silk that his future lay in the fish business.

So, managing director Frank Barker got Marc kitted out and "down to work" on the fish slab.

Marc's next step along the road to realising his ambition is a meeting with the National Federation of Fishmongers' "Master Fillet of the Year," on November 29. Marc will be matching scallops with him (or her) at a "fish surgery" to be featured before an audience of 900 as part of a Scots Festival Evening, which the NFF is staging in the Solihull Civic Hall.

Sales of Birds Eye cod in sauce have trebled since 1970 and this year has been one of further record growth with a total volume increase of 17 per cent.

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BOOM IN SCALLOP EXPORTS

BIG EXPORT orders from the USA and Europe led to a Fleetwood fish firm mounting a recruiting drive. Around 30 extra staff are needed by A.M. Seafoods to meet demand for scallops and queens.

The firm's joint proprietor, partner, David Appleby, came to Fleetwood just over five years ago, having previously worked at North Shields and in Scotland. The past three years they have expanded their staff from 130.

The firm also has a share in the 82 ft. *Dea Waters* — formerly the beamer *Boston Islander* — which has been scalloping out of Plymouth before heading north to work the Morecambe Bay area. It is commanded by Skipper Gordon Burns of Kirkcubright, who has a half share in the vessel.

Scallops are obtained mainly from the south-west and their breeding and smoking sections are kept supplied by Ullapool-caught mackerel, salmon, small haddock, plaice and whiting.

Mr. Merrick and his

GERMANS LOOK 'DOWN-UNDER'

THE POSSIBILITY of a joint Australian-West German fishing industry project has moved a step nearer following a visit by a nine-man delegation from Schleswig-Holstein to Australia in September.

The delegation — which spent most of its time in Victoria and visited the fishing port of Portland — will recommend sending a large research vessel to Australian waters for up to a year to gain information on which decisions can be made.

The West German representative in Melbourne, Lt. Col. John McLean Bennett, said: "The delegation feels very confident about the possibility of finding fish and if satisfactory data is available, would make a recommendation for a complete fisheries project."

"This is likely to include onshore processing facilities, marketing arrangements and the building of trawlers in Australia to German design, together with financing to support the project."

"During research fishing,

FISH HANDLING, processing and marketing

FISH CHALLENGERS AT FREEZER SHOW

TWO ALTERNATIVES to fish served both at home and in fried fish shops were launched at the Fifth Frozen Foods and Freezer Festival held in London last week.

The main challenger is the Danish Prime Bacon Finger, being sold in packs of 30 to rival fish fingers. The bacon finger was launched on October 1 and is being packed at Aalborg, the Danish fishing port.

For fish and chip shops, the second fish alternative is the Fripye. This product consists of a special pastry which can be fried in deep fat — but the filling is meat.

Primecut Foods Ltd. launched the line with three fillings, but it may now look into the idea of increasing the range using fish. Both the new meat products could be attractive buys for consumers if fish prices rise further.

The festival saw a turnout of many of the big brand names in fish packing. King Frost, now a Ross Group label, introduced a white fish finger for the contract and institutional market which is about 15 per cent cheaper than normal white fish fingers.



Above right: Macrae's stand. The firm is offering mackerel and Canadian herring, apart from white fish. Above: fish fit for two queens. J. Bennett (Fine Foods) Ltd., which supplies Buckingham Palace and the QE2, put on this display of quality fish.

firm's business is based on supplying hotels, restaurants and catering firms within a 50-mile radius of London and it specialises in supplying London's West End. The display, which included turbot, whitebait, sea bass, bream, mackerel and dory, attracted many an admiring glance.

Bennett is part of AF, which has contracts to supply Buckingham Palace and the liner QE2. A spokesman for the firm said the QE2 took on about 68,000 to £10,000-worth of fish — including a lot of brill — for a recent world cruise.

A two or three-day delivery service for fresh fish to the south coast, Kent, Essex and Hertfordshire is operated by the firm, which says mackerel is now finding a growing market, especially as a meal starter.

Two first-timers at the show were the Yorkshire and Humberside Development Association and Marsh Business Services.

Grants

'Come to Humberside' was the development association's message to firms on the expansion trail. The area has development status and therefore, firms are entitled to grants and other assistance. Advance factories are waiting to be filled and there is ample cold storage space available.

Marsh Business Services is run by P.O. (Freddy) Marsh who undertakes consultancy work in the food industry. He has completed a major fish export survey for the Indian government and can help firms take decisions on marketing, exporting and trouble-shooting, and advise on mergers and take-overs.

The Fifth Frozen Foods and Freezer Festival is run by Eagle Exhibition Consultants, organisers of the Catch series of fishing exhibitions.

The firm's chairman and managing director, Desmond Corcoran, told *Fishing News* that buyers from hotels and chain stores such as the Co-op and Marks and Spencer regularly attend.

Hake

King Frost is using minced South American hake for the finger which is available now from Grimsby in packs of ten dozen. The 0.9 oz finger is being launched to complement the firm's fish cakes, but the finger market is far larger and has more potential.

Breaded products under the King Frost label are selling well, according to the firm. Mackerel was again being pushed by many firms as an alternative to banned British herring. Macrae is still importing herring from Canada, but its significantly cheaper mackerel products — which are unlikely to be hit by steep price rises — are a big-selling line.

Haddock is another fish Macrae handles which is being hit by restrictions, but the firm is looking forward to the time when the North Sea is re-opened for herring fishing. Macrae was pushing its home freezer packs.

Brekkes, which markets under the Diamond B label and operates five factories at Hull, Grimsby and North Shields, was happy with potential export business.

Scampi

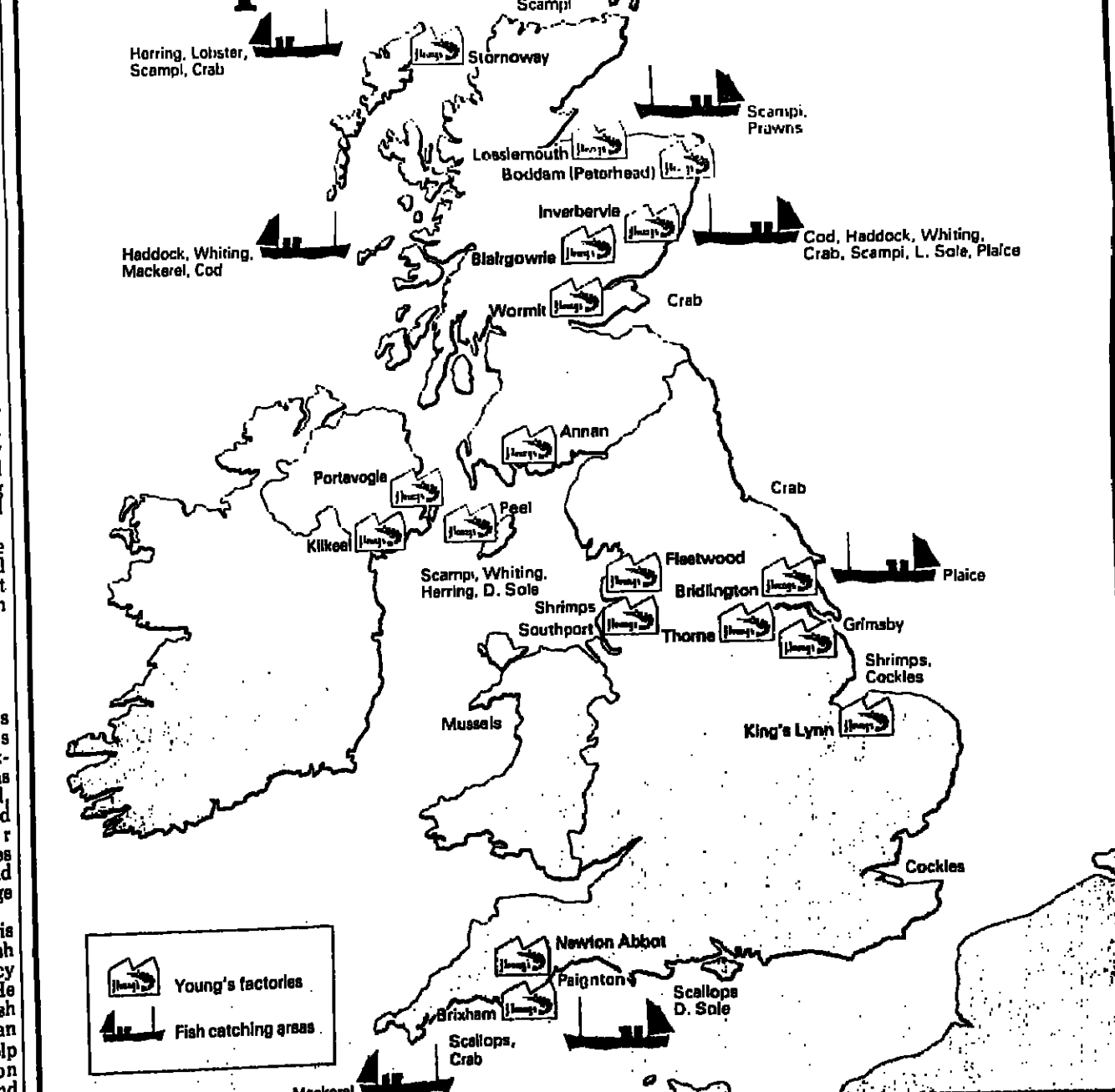
The firm offers a range of almost 1,000 packs and imports from 40 countries and exports to 70. A line to produce breaded scampi has just been installed in its North Shields plant.

Export contacts were made on the first morning of the show — a Sunday — and a special offer was being made with mackerel.

The Twickenham firm of A. Wakefield, based in on fish with its Purdy label and had details of a polybag of 20 cod fish fingers.

An attractive display of frozen fish was mounted by J. Austrikel Pty. Ltd. and John McLean-Bennett and Co. Pty. Ltd.

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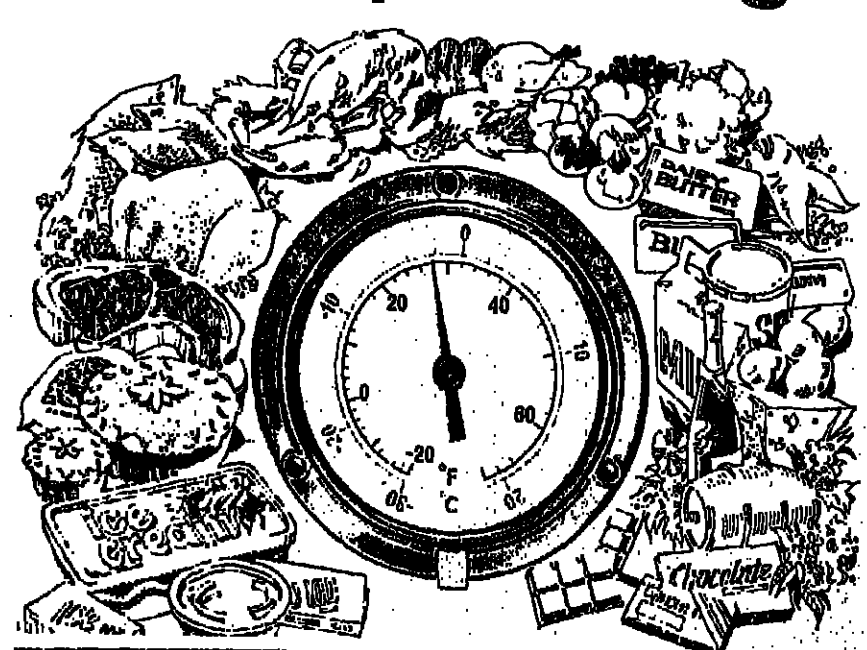
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FISH HANDLING, processing and marketing



The lobster storage at David Towne, Fleetwood, is an extension of an existing system.

Fleetwood system tripled

A LOBSTER storage system installed at Fleetwood fish market in the premises of David Towne, a leading local

merchants, has recently been tripled in size. This new storage unit is a development of earlier systems produced by Shellfish Systems Ltd of Stroud, Glos.

It is built on a modular basis which allows maximum storage capacity in minimum space and, at the same time, sections can be closed down for cleaning or maintenance.

Lobsters are held in 18 GRP storage tanks each 9 ft. long by 2 ft. wide. These are mounted on a tubular steel frame made corrosion-resistant with a PVC covering. The tanks are mounted above the three reservoir tanks and wooden staging between them give access.

Duplicated 1 hp electric pumps are used to circulate water which is made up from fresh water with dissolved salts. The water flow into the tanks and between is designed to give a good quantity to all parts of the tanks and to gain maximum aeration for improving the quantity of dissolved oxygen.

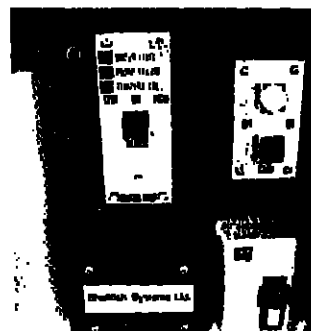
In the event of a complete power failure, all the storage tanks will drain into the reservoir to ensure the survival of lobsters for several hours.

A stainless steel cooling coil is installed into one of the reservoir tanks. This is coupled to a 3 hp refrigeration compressor designed to maintain the circulating water at a temperature of around 8° C.

A comprehensive alarm system developed by Shellfish Systems gives warning of low water level, high temperature and pump failure. In the event of one pump failing, the other pump automatically takes over the load.

One feature of the new system is the absence of water splash. This has been achieved by careful design of the tank inlets and outlets; the chances of corrosion are reduced while helping to prevent waste of the circulating water.

Shellfish Systems Ltd. build lobster storage units to meet a wide variety of requirements, from glass tanks for restaurant use and small systems designed for



The alarm panel monitors the new storage system and is a vital safeguard.

fishermen, to large or small systems for fish merchants and wholesalers.

It is now also currently designing vivier systems for fishing boats to help maintain catches in good condition until landing.

Systems can work either from artificial sea water or from natural sea water where there is a suitable supply.

LOBSTER

A LOBSTER is worth very little once it is dead unless it happens to be on the customer's dinner plate—and this is why the lobster industry has become so specialised.

Yet, for all its specialisation, the industry still has a long way to go before it becomes fully rationalised. A major step towards this is the introduction of storage systems using recirculating artificial sea water.

Prior to this development, lobster storage depended on a good flow of clear sea water and so the location of systems was greatly restricted. Clear sea water is becoming harder to find and the industry is turning more and more to artificial systems.

Mortality

Lobsters will deteriorate from the moment they are caught unless properly cared for. Part of the high price of lobsters is due to the mortality rate which can occur between catching and the cooking pot. Fishermen are one of the worst offenders in this respect.

When lobsters are caught they are usually left on deck in a basket until transferred to a store base floating at sea. By the time they are put into the store box, the condition of the lobsters has deteriorated—and the store box waving in the waves is not a good place for them to recover.

Heavy rain can reduce the salinity of the surface water and lobsters will react unfavourably. When the buyer calls, the lobsters are collected and they may be in a weak state before what may be

a long journey to the fish merchants' tanks. From this point on they tend to be handled with more care because they then represent a tangible asset. Even so, many fish merchants are casual in their approach to handling lobsters; much of this is the result of a lack of knowledge about holding lobsters and the design of the storage system.

Hibernate

The idea of a good system is to try and reproduce as far as possible the conditions under which the lobster hibernates in winter. The water should be at a low temperature to reduce activity, but it must be well oxygenated. The salinity must be maintained at the right level and impurities filtered off.

Most of these requirements can be met with a system using natural sea water simply by ensuring a good flow of water. The water, if drawn from close to the seabed, will be generally cool and the oxygen content will not be a problem as the water is being continually replaced. Similarly waste products will be carried away.

Pollution

There is an obvious attraction in such a system if facilities can be found in the right location. There is also the increasing risk of pollution, either from oil or chemicals as the Amoco Cadiz episode demonstrated. One way around this is to have a natural sea water system which can be switched to a closed circuit if pollution threatens.



Lobsters in an artificial system—the tray can also be used to isolate weak lobsters.

FISH HANDLING, processing and marketing

STORE UNITS IN DEMAND



Above: good water circulation is essential in artificial systems. Here the water is sprayed in to improve oxygenation and the lobsters come out of storage (left) fit and healthy. They are ready for onward transport and eating.

One of the largest systems in the USA works in this way. The Bay State Lobster Co. at Boston operates on the harbour waterfront and its 30,000 lb. capacity system incorporates refrigeration and filters to allow operation as a closed circuit if there is a hint of pollution.

The demand for storage systems is rising among fish merchants. In time it is likely to bring about a considerable change in the pattern of the lobster business, with systems being installed as staging posts in the long trip between the fishing boat and the customer's plate.

The first stage in such a route would be at the port. A storage base would enable fishermen to hold catches so that they are in prime condition when the buyers arrive. Buying would be on a regular basis, with the system capable of holding the catch for several weeks to cope with a glut. The reduction in mortalities would more than offset the cost of such a system to fishermen.

Logical

For the merchant shipping lobsters abroad, the logical place for a store is near an airport. Most lobsters are flown abroad and such a system would give the lobster time to recover and reduce the journey time to a minimum. At the other end, a storage system close to the airport enables lobsters to recover before distribution.

The three main elements of an artificial system are water circulation, refrigeration and filtering. Unless carefully planned, any one of these elements can let the system down.

Water circulation has to be designed so that the water can absorb the maximum amount of oxygen and, at the same time, ensure that the water flow reaches every part of the system so that there are no stagnant areas. Storage tanks are normally arranged so that the flow is naturally carried from tank to tank, each flow picking up oxygen on the way.

Refrigeration is designed to keep the water temperature between 6 and 8 degrees Centigrade. This is the ideal, but in very hot weather the temperature may rise. A

larger refrigeration unit would cope, but it is usually cheaper to reduce the quantity of lobsters held in these conditions than to have a larger plant.

The cooling coils are placed in the reservoir tanks which are large enough to hold all the water in the system. The storage tanks drain into this reservoir in the event of a pump failure to allow lobsters to survive for around 12 hours during power cuts.

Shells

Filtration is very important, particularly if there is a high turnover of lobsters. A variety of filtration mediums are used but one of the most effective is cockle shells. Activated carbon is more expensive. Filters can be either of the pressure type or natural flow, the latter being preferable because there is less risk of blockage. As there can be a lot of money tied up in the lobsters in the system, safeguards are essential. Alarms can be fitted to measure temperature, pump failure and low water level. Dual pumps can be made to switch over automatically in the event of failure and the same can be done for the refrigeration plants, but this is not so critical.

These storage systems are equally suited to crawfish, oysters, prawns and, in fact, any type of seawater shellfish. Systems of a similar type are made for eels, but these use fresh water.

Benefit

There is no doubt that, with the use of these artificial sea water systems, there will be a considerable rationalisation of the shellfish industry and the established centres may change. Fish merchants may not like the idea of fishermen establishing their own storage systems, but of benefit to them is smaller systems for restaurant use, which can help to increase the turnover of lobsters.

Another area being explored is fitting storage tanks on board fishing boats. This will help keep lobsters in good condition to start off the whole chain of lobster marketing in the best way.

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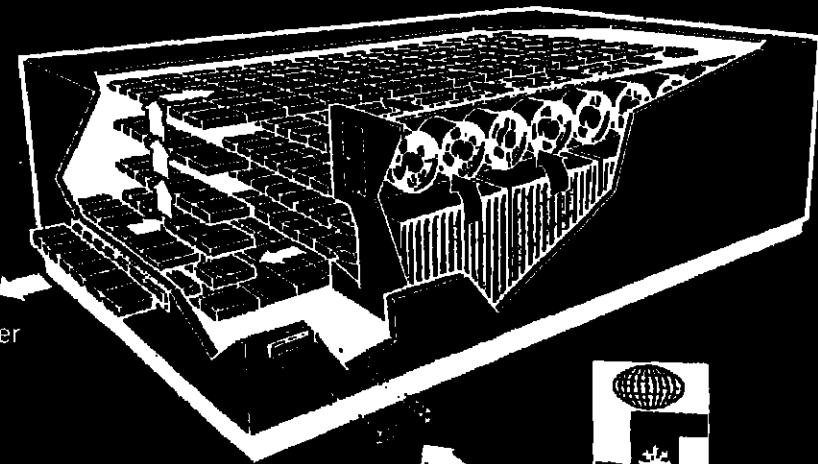
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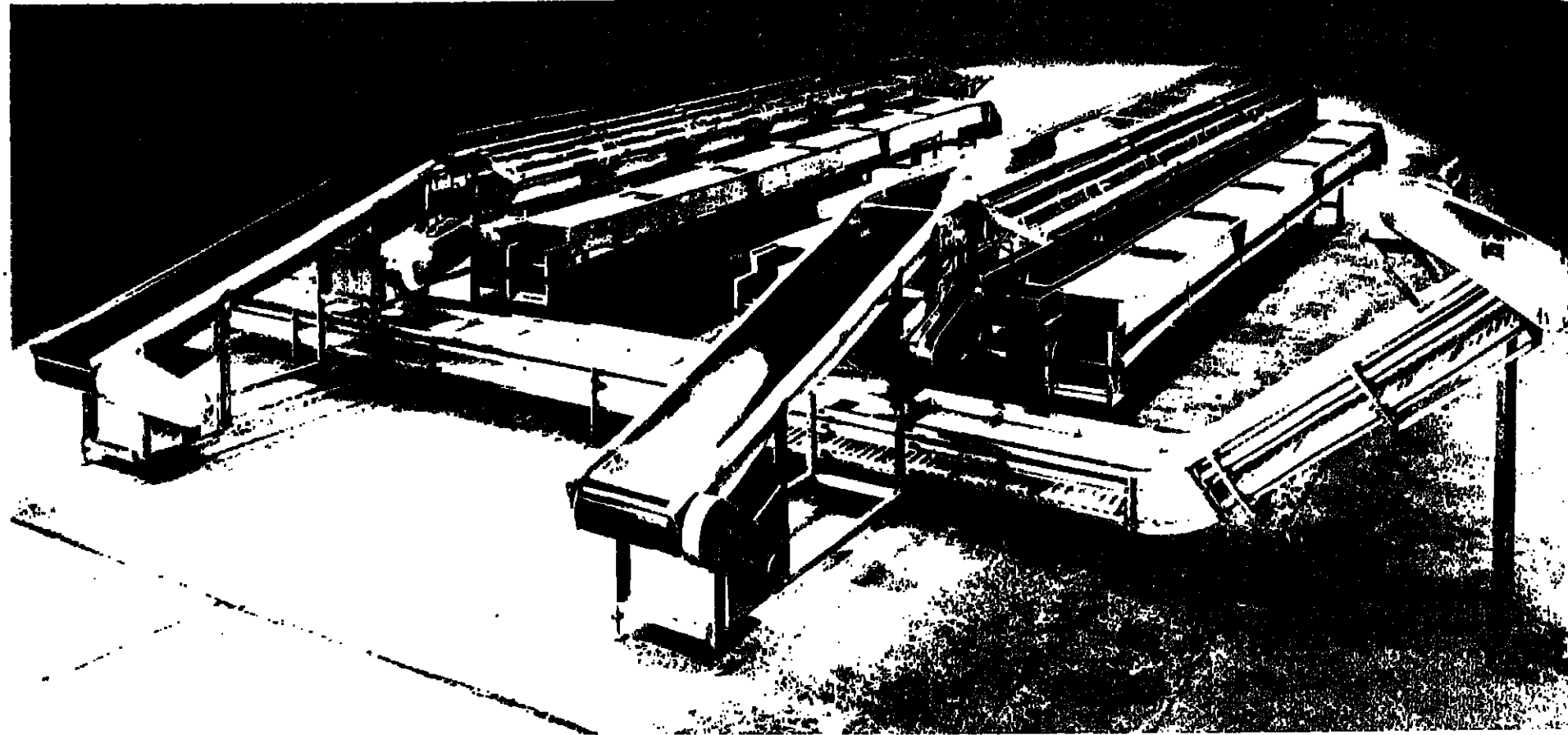


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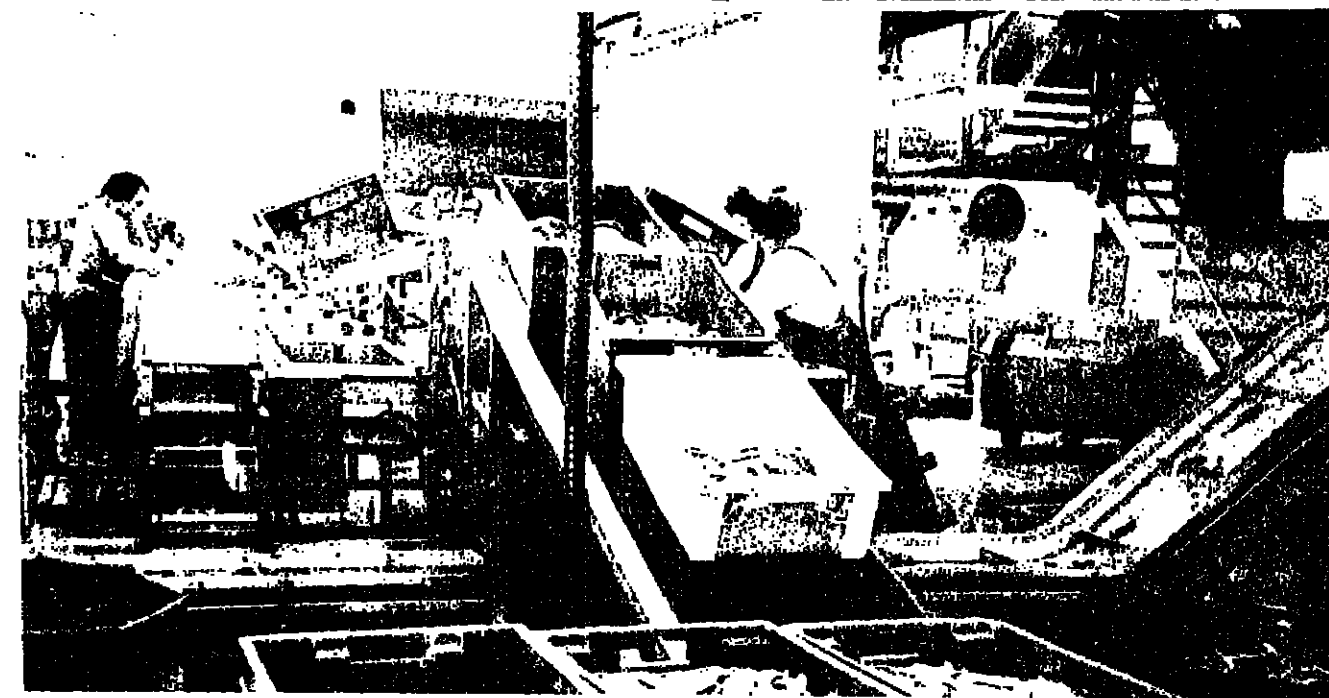
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FISH HANDLING, processing and marketing

Filleting line comes straight off the shelf



Above: the 24-station hand filleting line, with offal conveyor ready to be installed at the Joe Little factory. Left: filleting gets underway at the Aberdeen plant.



Below: frozen North Sea whiting fillets are a Joe Little specialty. The firm buys fish locally.



FISH HANDLING

off the shelf

ONLY WEEKS after displaying its new hand-filleting line at the Catch '78 show in Aberdeen, Intel Engineers Ltd. has designed, manufactured and commissioned a purpose-built hand-filleting line for leading Aberdeen-based white fish processor Joe Little Ltd.

Introduced after extensive market research into processing firms' equipment requirements, specifications and economics, the new line has been designed to meet the needs of any fish processor, large or small.

The equipment is made of stainless steel with long-lasting synthetic cutting boards. It is hygienic and easy to clean and meets all current and anticipated sanitary regulations. Semi-monocoque construction combines light weight with great strength, but at low cost.

The system is based on a standard four-station module with bolt-on feed and take-off end units. The equipment's flexibility allows a processor to start with a small line if need be and then extend it as the premises or business expand.

Units are available off-the-shelf, which cuts installation time to a minimum.

The filleting line for Joe Little was installed at its Sinclair Road premises during the Saturday and Sunday mornings of one weekend, so that there was no interruption in the firm's processing routine and the equipment was ready to use on the Monday morning.

To suit the layout of the premises, the Joe Little installation consists of two identical 12-station lines positioned side by side and linked by an offal take-away conveyor. It

replaces a mild steel filleting line which was 12 years old.

Joe Little Ltd. was founded in the 1940s by Joe Little, who is the son of a Grimsby fish processor. The firm now employs 80 people and specialises in the production of consumer packs of fresh frozen white fish fillets which are exported to many parts of the world.

Inshore

Harry Foster, general manager, told *Fishing News* that the firm buys top-quality inshore fish from ports in the Aberdeen area and has a throughput of about 50 tons a week.

Intel Engineers of Aberdeen is one of Europe's leading designers and manufacturers of food-processing plant and equipment. At this month's Fish Expo '78 in Boston, USA, Intel will be showing two machines from its new queen scallop processing line. They will be shown on Stand 2020 in the British section.

Intel's brine-flotation separator and queen scallop eviscerator come from a six-station line-up which can be designed to process any required tonnage of shellfish.

Below: fillets coming down the take-off conveyor on one of the 12-station Joe Little lines.



...INTO ABERDEEN FISH FACTORY

The complete line is an entirely automatic continuous process which employs a highly-efficient system of integrated conveyors to permit installation in a relatively restricted space.

Extensive use is made of stainless steel and other food quality materials in the manufacture of the equipment to maintain a high standard of hygienic operation.

As one of the 11 exhibitors making up the British joint venture representation at Fish Expo, Intel will have full information, pictures and illustrations of its wide-ranging design and manufacturing capabilities which have won the company its international reputation.

Details will also be available of Intel's complete project management service for new fish-processing turnkey projects worldwide.

Intel is a member of the Aberdeen-based Aberdeen Holdings Ltd. group of 21 companies, and will be represented in Boston by Bill Reith, projects manager, Bill Dick, sales manager, and by Jose L. Saavedra, president of Aberglen Alimentsenica — the group's overseas marketing subsidiary in Venezuela.

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HARTLAND: The outer of this jacket is in waterproofed, practically indestructible nylon and is resistant to sharp surfaces, and is available in navy-blue, yellow, olive-green or red at £18.00.

GIFFARD: The outer here is of waterproofed 4oz nylon and comes in navy-blue or olive-green at £18.90.

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Herring firm may expand

AN EXPANSION by the Isle of Man's biggest fish processor and herring exporter — Dutchman Ant Verboon — looks likely. He has bought a three-acre site alongside his plant for an estimated £250,000.

The site, off Mill Road, Peel, has an operational brickworks on it and the men employed there have been told that it will continue to manufacture bricks for as long as possible.

But the brickworks is adjacent to Mr. Verboon's already considerable processing and blast-freezing plant, and he said the opportunity for expansion obviously had a lot to do with his investment.

Mr. Verboon, who moved to the Isle of Man several years ago, is now the island's major land-based herring buyer, and operates all year round.

He said: "The brickworks staff have been informed of

...SITE BOUGHT

the sale, and told it will continue as a brickworks for as long as possible."

Asked about possible expansion to his fish operation, he said his purchase was an "opportunity for expansion" and that he would have to look into it.

Peel Brick Company, which employs well over 100 men, but the brickworks has been thrown into uncertainty in recent times with a slump in the local building market and the paying off of the

FISH HANDLING, processing and marketing

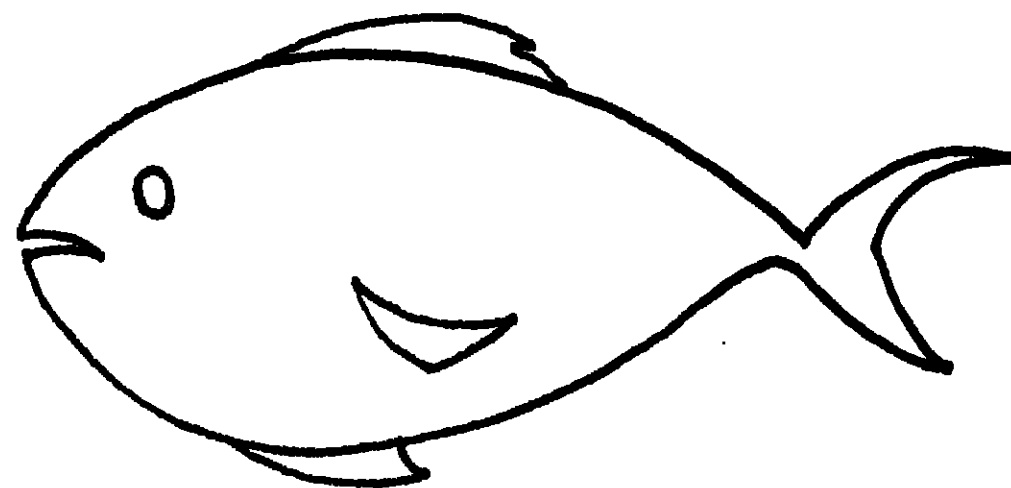


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BRITISH FISH MERCHANTS MOVE IN ITALY

A PARTY of British fish merchants and processors returned on Sunday from a highly successful tour of Italy aimed at opening up new markets for their fish. This seven-day probe, which took in Milan, Venice, Genoa and Rome, revealed prospects for the supply of a wide variety of fish — especially frozen products.

The markets certainly proved something of a surprise and many of the merchants must have thought they were in Lilliput when they saw the size of some of the fish being handled: sole down to 3½ in., squid 1½ in. in the body and frozen mackerel from Cornwall at 10 to the kilo.

This was the sixth export mission into Europe organised by the White Fish Authority, and was led by Tony Woodcock, Trade and Publicity Controller and his deputy, Dick Murray. Other WFA staff on the tour included: Mike Urch, senior market development officer, and Ian Scott, assistant economist.

Encouraging

The British Consulate in Italy provided welcome help and hospitality throughout the tour.

On the selling side fish merchants and processors from Portsmouth to Scotland were out looking for orders. One of the most encouraging aspects of the tour was to see a Southampton fisherman, Jack Pallot, working alongside his buyer Bernard Johnson of Johnson's Sea Enterprises, looking for markets for their products.

The success of the tour was best summed up by Alex Paton of Walch & Son, who on returning to his office on Monday said: "My telex is melting with inquiries from Italy."

Another enthusiastic processor was John Arrow of Selsey who said: "This trip has been magic for me." Talking about mackerel, he explained that there was a great deal of interest for the specialist. "The requirement is for a well presented pack with accurate grading — and I can

do this." With a factory coming on stream at New Quay, Wales, which has 20-ton-a-day blast freezing capacity, the Arrow concern looks set for a place on the Italian market with both mackerel and cuttlefish.

The Italian market certainly proved itself wide open for mackerel, sole, squid, monkfish, cuttlefish — and above all, scampi. The only drawback was the ability of some merchants to supply fish already in wide demand around the world.

The Italian fishing industry looks in a sorry state. The Government is desperately trying to get permanent agreements for its deep-sea freezer fleet to fish off Africa, but hardly seems to be lifting a finger to help coastal fishermen modernise their boats.

In the long run this can only be good news for exporters waiting to break into the market. While the opportunity to supply fish is there, the operation can be tedious. Often small amounts of fish are required and the market faces the hazard of a four-day run from the UK to Italy.

However, after several hair-raising coach trips around Northern Italy with a coach driver who quickly became known as "Pangloss", many people on the tour came back convinced that with an Italian at the wheel, there might be some hope of shortening the long lorry trip into Italy.

One man on the trip who decided he could host the time problem posed by road transport for fresh fish was Peter Wright, of Rawlings of Milford Haven, who earlier this year stepped in to buy three trawlers that were going out of business at the port.

FISH HANDLING, processing and marketing

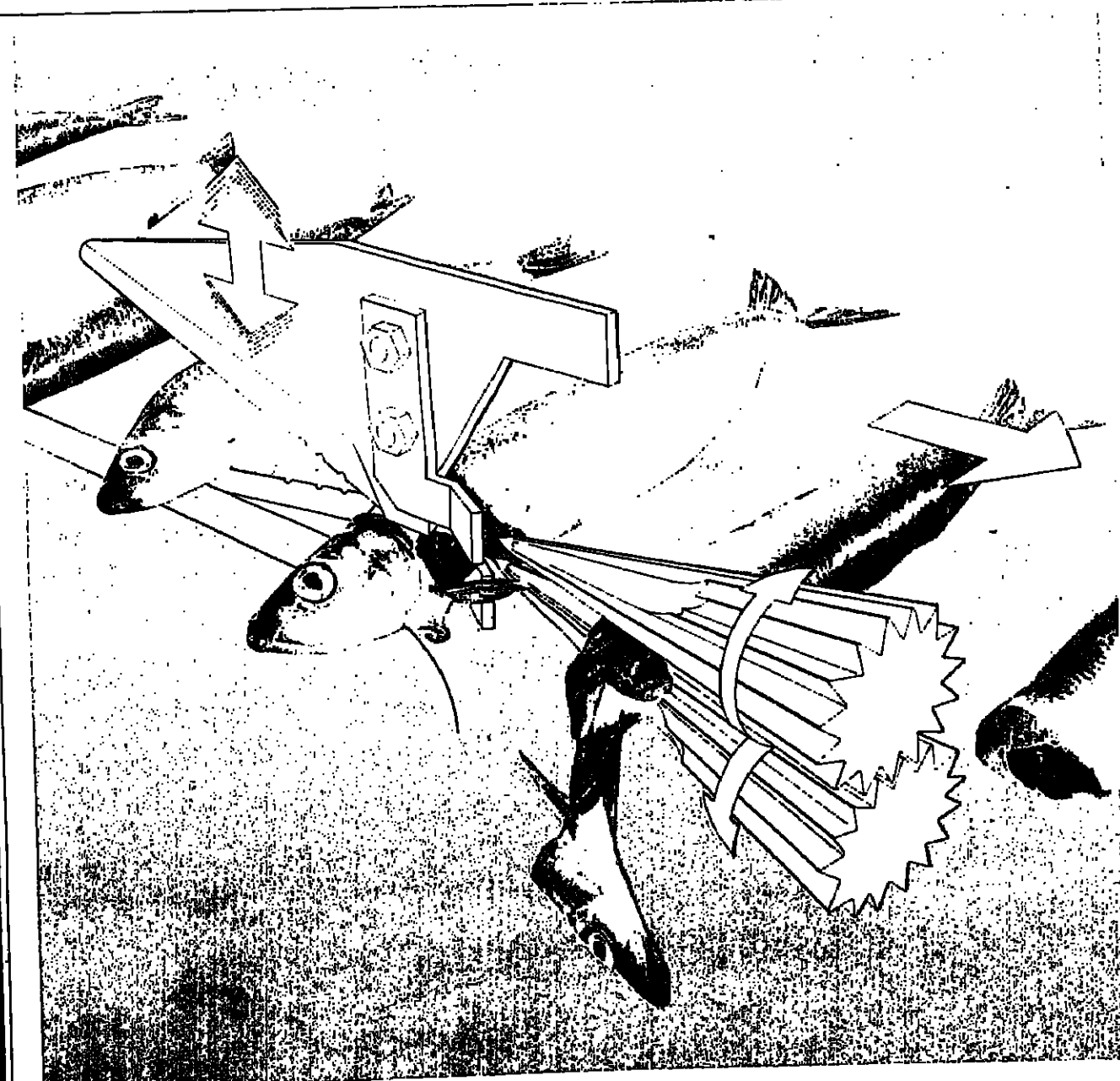
merchants and processors hit the export trail last week on a mission organised by the Fish Authority. HARRY BARRETT accompanied the tour and, in this report, looks at the prospects in Italy for British fish.

Below: A prime swordfish at Milan. This is a popular dish on Italian dining tables, cut as a steak.

Right: Some of the WFA party prepare to leave Rome for the airport and home, after a successful trip.



Continued overleaf



Sometimes small differences in a machine cause big differences in performance.

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—Merchant of Venice—

THE WHOLESALE markets in the Northern Italian area of Venice handle around 262,000 tonnes of fish a year. Smaller amounts come in from other Italian markets (mainly Milan) and from abroad.

White fish imports come from Denmark and Thailand, with mussels from Spain. Spiny lobsters are being flown direct into Venice from Somalia and £10 a kilo is being paid for lobsters on the Milan market. With the local fleet mainly comprised of very small boats around 20 tonnes, imports are at a premium in the October-March

period when weather prevents fishing.

Imports have not been without their problems. There have been difficulties with Korean fish as well as with Thai fish from Thailand and India. Deaths in the area resulted in imports from Formosa.

A local Chamber of Commerce official, however, said that this had been due to a change in the type of fish being imported. Findus is also made the point that the EEC, if regulations were enough, on imports, would be enough.

Fish is not all sold in the Province. The sea

plant has been established and is now exporting to Germany. Extensive fish farming takes place — mainly with sea bass and dogfish — which find a market in Germany.

Infancy

The first liquid nitrogen plant has been established in the area but frozen fish production is still in its infancy. Findus is involved in the marketing of frozen fish. The attitudes are changing from when only unadorned fish was considered suitable for freezing. The market is looking for a quality product, which

seems to have excluded the Germans.

Mussel production on the Adriatic runs at 40,000 tonnes a year and sea clams are produced at the rate of 100,000 tonnes a year. Sardines and anchovy come mainly from the Adriatic, and there is some tuna fishing off the south coast around Naples.

Questioned about payments for imports, the Chamber of Commerce assured the WFA team that local companies had been very reliable. In the event of any problems, the Chamber is willing to act as an unofficial arbitrator and bring moral pressure to bear if necessary.



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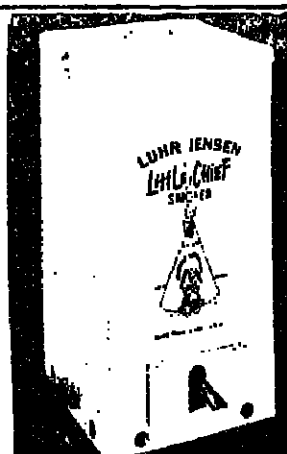
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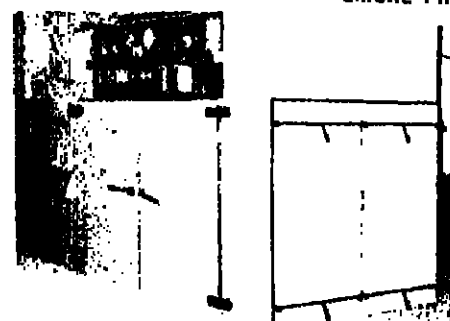
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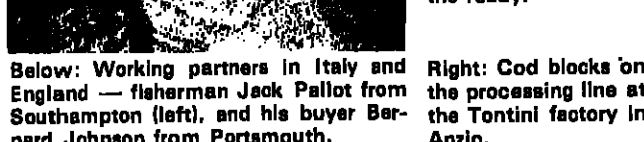
FISH HANDLING, processing and marketing



Above: John Arrow from Selsey (right) in discussion with a Rome fish importer, via interpreter Signorina Maria Teresa Esposito.



Left: Still plenty of business going on in the coach between stop-overs. Alex Paton of Waloh & Son with calculator at the ready.



Below: Working partners in Italy and England — fisherman Jack Pallot from Southampton (left), and his buyer Bernard Johnson from Portsmouth.



Right: Cod blocks on the processing line at the Tontini factory in Anzio.



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FISH HANDLING

MERCHANTS IN ITALY

Continued from page 21

imported from Scotland. While the long trip had taken its toll on some of the scampi displayed, none of the Italian merchants seemed too bothered.

The market was filled with a wide variety of fish, much of which because of its size, would have been difficult to find any demand in the UK. Tiny red mullet were everywhere and salmon was coming in from the USA, along with mackerel from Spain and Holland.

There were also a lot of skinned dogs around, but local merchants explained that the price had dropped alarmingly, down to £1.24 a kilo.

Unaware

At the well known port of Genoa, where the British have met local fish merchants, the talk centred around fresh mackerel. The main interest was in 4-5 per kilo from Cornwall.

There was some difficulty in explaining that the smallest mackerel packed from the boat can only be in 25-kilo boxes — and these seemed to be too big for the Italian market. Local merchants did not seem clued up on developments in mackerel fishing and were completely unaware of the trend to hold fish in refrigerated seawater tanks on board.

The Genoa fish market handles around 70,000 tonnes of fish a year with supplies coming in from Germany, Denmark, France, Spain and Scotland. The Scottish hold on the market is mainly through scampi, sole, hake and monkfish.

The Genoa market also relies heavily on dogfish.

Just outside Genoa at Voltri, the WFA tour stopped off at one of the biggest processing plants in Italy — Grifo & Calagno. This company handles 8,000 tonnes of mackerel a year plus hake, octopus and cuttlefish.

There is little doubt that this factory has been hit by the cut down on imports from Japan since the advent of 200-mile limits. Although chairman Also Calagno was guarded about this situation, he did reveal that on a single



Dr. Francis Clarke from Clipper Seafoods and Donald Cole with brother Mike, from Lowestoft, get down to business with Italian fish importers in Rome. Below: Peter Wright from Rawlings at Milford Haven, accompanied by his wife, leaves Milan to talk fish in Venice. Tony Woodcock WFA tour leader (background).



day in the previous week he had brought 1,000 tonnes of mackerel in from Germany. It was also interesting to note that the Italians are interested in high fat content mackerel.

The uncertain state of Italian distant water fishing is obviously causing havoc with shore-based production and Mr. Calagno stressed the need for joint ventures with countries like Somalia.

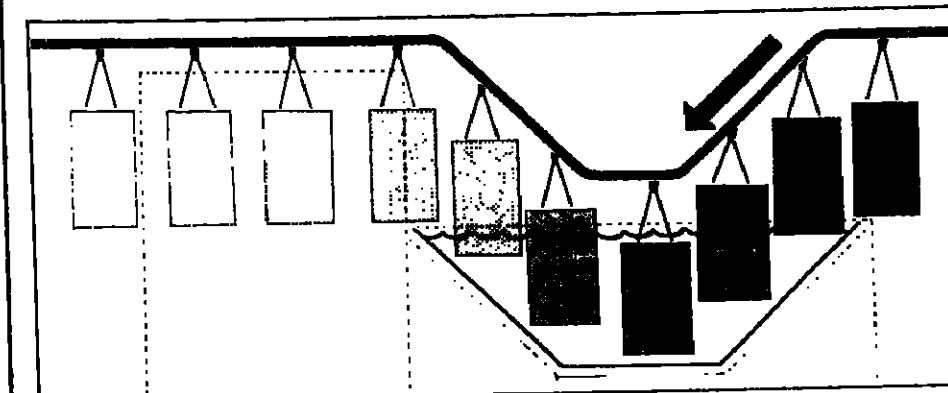
When the tour finally moved on to Rome and visited the Tontini factory at Anzio — which also has an interest in distant water freezers — the same fears were being expressed about lack of permanent agreements on fishing rights with Namibia, off south-west Africa.

This firm has five trawlers with freezing capacity up to 70-tonnes which land at Anzio. The factory handles fish



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FISH HANDLING, processing and marketing

GRIMSBY'S LAST

IT IS always sad to look back at the collapse of a once-prosperous industry. For although it seems hard to believe, Grimsby was once the centre of a thriving herring fishery where fish teemed off-shore every autumn by the millions.

This brief, yet hectic season, was a big money-spinner to several of the port's more go-ahead fish merchants and, at its peak — before and after the Great War — the old Grimsby Herring Merchants' Association was a force to be reckoned with.

Inevitably, there developed a select band of herring specialists, mostly curers who turned over a part of their white fish smoke houses for a few busy months each year and went flat out producing the Grimsby kipper.

Names like Cawthorn, Green, Frayne, Harrison and Forbes roll off the tongue but, as the North Sea fishing declined one by one the Grimsby kippers closed or went back to curing white fish.

Suffered

Today, with the almost complete ban on herring fishing in UK waters, Grimsby is just about the last place anyone would expect to find a smoke house still full-time kipping. But the gently swaying kiln cowl topping the roof of premises in Henderson Street betrays Frank A. Peterson Ltd, the town's very last herring curer.

It would be misleading to pretend the firm has not suffered as a result of the massive restrictions on herring fishing which are in force. Each new measure has meant a further tightening of the Peterson belt: fewer staff, a kiln or two less and even the odd day when production is trimmed right back.

Yet the deprivations are modest compared to the havoc wrought in Scotland among the kipper men, and in the struggle for survival this long-established firm looks safe enough despite the present shortcomings.

Like so many of the Grimsby family merchant businesses which have proliferated over the years, the firm owes much to the foresight and business acumen of the founder, the late Frank Peterson, and to similar qualities in his son Arthur Peterson.

Sticky

As managing director and head of the firm, Arthur Peterson has the unenviable task of guiding it through yet another sticky patch and the multiplicity of problems which is besetting the industry. One of the most respected of men in herring circles, Arthur Peterson has a quietly outspoken manner and an immense knowledge of the herring industry, so that he is probably as well known outside Grimsby as he is on his own stamping ground.

Today the family name is synonymous with herrings and the very best selected



oak-cured kippers, supplied to the trade under the firm's famous Red Arrow brand — "Always on the mark."

Although it is still run as a smallish family business, it's a racing certainty that a letter simply addressed "Kippers, Grimsby," would find its way to Mr. Peterson's desk.

The Peterson story is an interesting one. At the tender age of 14 the founder was doing very nicely making his own way in the world, buying and selling crabs and shellfish from Filey.

Eventually, he returned on his father's instructions to help out in the large fishmongering and merchant business the family owned in Hull.

Some years later, more knowledgeable and experienced, he was on the move again. This time to Grimsby where he quite literally notched a nail in the beam on the corner of Doughty's and Melhuish's.

Closed

Where Frank Peterson scored over his rivals was in resisting the temptation to expand too fast too quickly. However, in 1918 he opened a seasonal branch at Lowestoft (closed in 1967 when the Lowestoft fishery was on its last legs) and after the second world war another at Whitby.

The Whitby venture con-

veniently slotted into the gap before the Lowestoft sea-son and when Arthur Peterson joined his father he, in turn, gained a wealth of experience through running the Whitby and Lowestoft branches for a year.

But the real trump card was Frank Peterson's early decision to produce and sell his own herrings and kipper the year round. Having secured his customers he did not want them drifting off to alternative suppliers once the autumn fishery was over.

To do a year-round trade he bought up supplies from nearly every herring station in the British Isles and was monotonously regular in reliable old overnight LNER railway brought into Grimsby wagonload after wagonload of herrings from as far afield as Wick, Anstruther, Lowestoft and the Isle of Man to keep the Grimsby smoke house going non-stop.

When supplies were short he imported from countries such as Norway — before it sacrificed its fishing industry for meat. More recently, Petersons have fallen back on frozen supplies from Canada and other countries to supplement the meagre UK catch.

The first kippers — an English invention, although the word itself is almost certainly a corruption of the Dutch "kippen" — are attributed to John Woodger of Newcastle upon Tyne, who apparently stumbled across the idea while experimenting with "kippered" salmon in 1843.

In Victorian Britain kippers caught on quickly because of their cheapness and good keeping properties. After the turn of the century, though, still largely a man's dish, they enjoyed a much wider market as breakfast, or tea-time treat, and curers were forced to maintain a much higher standard of cure than the working classes had accepted.

It was this high-quality home market which Peterson has secured and which, including quite recently, has kept the firm afloat. So its cure has always been carefully regulated to ensure a top-quality kipper. Some have never known the process and in Arthur Peterson's own words:

FISH HANDLING, processing and marketing

HERRING CURER



At packaging and grading is by hand and Imperial weights have been retained. Above: filling a baulk prior to smoking are Ed Denton (left) and Joan Inglis. Right: kippers in a vertical kiln ready for moving up before the cure can begin. Each kiln has 21 rails, but only the top 13 are used.

think that's one of the reasons we're still alive today."

Until the last war herrings were always split or "cut," then brined and smoked by hand. A good man splitter could make or break a firm so Petersons always had the best. With the passing of this skill the firm made its one concession to modernity and a rotary splitting machine, for kippers on the bone, and a rotary filletter for boneless kippers, were brought in.

The split herrings (the backbones should always be on the left side with the cut side uppermost) are first immersed in tubs of brine.

After about half an hour, the fish are individually hung on to tenter hooks in kipper baulks, one inch square lengths of wood the same size as the width of the kiln, and after "dripping off" — 12 minutes for the kipper and six for the boneless — they are hung on horizontal rails either side of the kiln for smoking overnight.

Petersons still use the traditional "London way" of curing in a series of vertical kilns roughly six feet deep and four feet wide. Each kiln has 21 sets of rails to support the tenter baulk of loaded fish although only the top 13 are ever used and each baulk has to be lifted, one at a time, three times by hand from the lower rails by a time-consuming, laboriously back-breaking process.

Once this task is completed the cure can begin. Fires are lit at the bottom of each full kiln on a bed of shavings and chipmunks covered with oak sawdust.

'Strike'

It's a delicate and sometimes difficult process getting the cure just right and a good smoker is worth his weight in gold. His job starts at midnight and is one of the very few inside jobs which the weather outside affects.

It is damp and the air is saturated with vapour, he may have to make several repeat firings (small sharp fires) before he gets the exact "strike" and the cure is complete, any time between five and eight in the morning. There is a good deal of argument over modern kilns, but the very best cure the traditional vertical kiln, with

the oils dripping down into the fire and being recycled back up in the smoke is generally regarded as superior.

Once the cure is finished the tenter baulks are stacked on wooden "horses" after cooling in the packaging room alongside the upper kiln where the cure takes place.

Surplus

Petersons pack in three grades, large (6 to 7 oz), medium (5 to 6 1/2 oz) and small (under 4 1/2 oz) in 7 lb and 14 lb wholesale boxes under the Red Arrow label.

Most of the production is sold fresh to daily orders — like "hot cakes" even at £6.80 for a 14 lb box for mediums and £8 for a 14 lb box of Loch Fyneos. Any surplus is usually deep frozen.

But what of the future? After 68 years at the very pinnacle of the trade can Petersons really survive the tidal wave of fishing restrictions which has brought such unprecedented hardship and threatens to sweep the industry to oblivion?

Stoically, Mr. Peterson believes he can. He is sure the herring industry is being used as a political pawn in the battle to thrash out a Common Market Fisheries Policy under the pretence of conservation measures.

He believes and many North Sea skippers agree on this point that the herring has already made a big recovery in the North Sea and once there is an EEC settlement a resumption of herring fishing on a modified scale will come into force.

In 44 years in the industry he has seen overfishing ruin many grounds and as a conservationist he has fervently warned the authorities when grounds were being abused beyond endurance — usually to no avail — by fishing methods which give the fish no chance of escape.

Oddly enough, the end of the North Sea fishing two years ago made very little difference as the firm had just increased its purchases on the west coast and in the Minches and he bought very heavily when the Minches closed.

Arthur Peterson has sufficient herring in cold storage now to carry the firm through



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FISH HANDLING, processing and marketing

CHILE

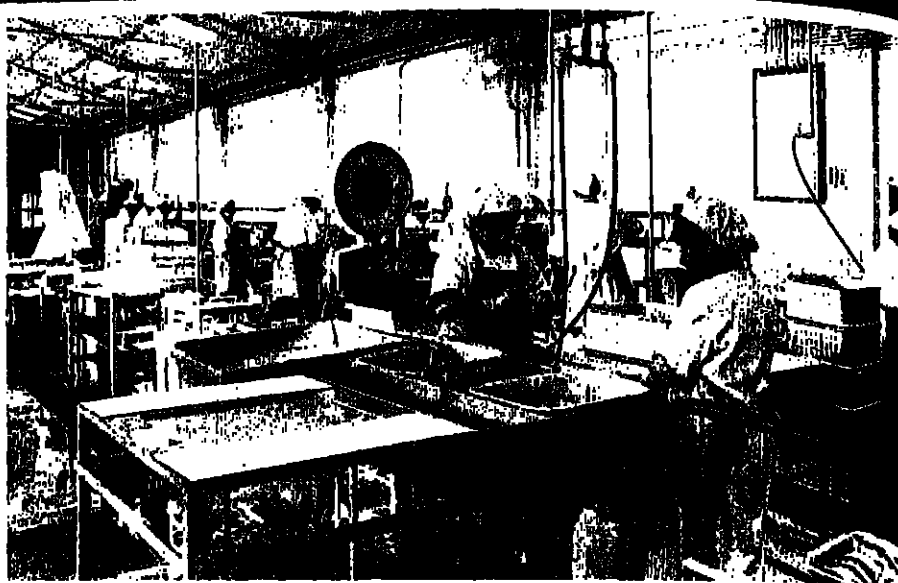
Everyone is setting up shop

A MASSIVE concentra-
tion of international
seafood processors have
set-up offices in Chile in
anticipation of a fish
boom.

Rising demand for all
seafood products and steady
orders have encouraged the
growth of the industry along
the coast line which, if fully
exploited, could produce ear-
nings that would exceed those
from copper — Chile's major
export.

The largest area of expan-
sion is the canning industry
with export sales rising from
2.8m in 1976 to 9.5m in 1977.

The Institute of Fisheries
Promotion says production
will be greatly increased
when processing plants are
technically improved and
modernised and workers have
more knowledge of the hand-
ling.



One of the fish factories in Chile with more up-to-date machinery.

World scene

Many have already upgraded
old equipment.
The industry is expected to
register substantial gains in
volume over the next five
years, with emphasis on
higher-quality aimed at
boosting the export market.

Chile's labour costs are low
and so give the country a
small edge over competitors
in many world markets and
with additional mechanisa-
tion the country should be
able to keep the lead in this
industry.

Nobody wants whale oil

A TREND away from
sperm whale oil to sub-
stitutes is closing down
Australia's only whaling
station.

A statement by executives
of Cheynes Beach Holdings
Ltd, which owns the station at
Albany, in Western Australia,
said that operations will stop
"in the near future."

This was revealed to an
Australian Government in-
quiry into whaling.
According to executive
director John Saleeba, the
decision had been made for
economic reasons. Two direc-
tors, who had visited Europe
recently, had found there was
a trend away from sperm
whale oil to substitutes.

The company's agents were
investigating the market
trend and were to report
back. This report would
determine whether or not the
company could continue for
the rest of the season, which
ended in November.

About 100 people are
employed at the Albany
plant.

Mr. Saleeba said that de-
mand for sperm whale oil had
fallen and current prices were
below the cost of production.
Cheynes Beach Holdings

AUSTRALIA

would make a loss in 1978
and was not likely to make
any profits next year.

The company will also be
affected by the quota cut in
1979 which will lower produc-
tion by about 1,000 tons.

But Mr. Saleeba did not
expect the Albany station
closure to end whaling in the
region. Soviet and Japanese
whaling fleets would

probably continue this activi-
ty.

The International Whaling
Commission Division 5,
which stretches from the
equator to the South Pole
between 133 deg. E and 90
deg. E (roughly the South
Australian border to the mid-
eastern Indian Ocean) has
been worked only by
Australian whale catchers
since 1976. The 1979 quota of
561 whales in the division
would revert to the IWC to be
reallocated.

EXPORT DRIVE CANADA

A DRIVE by Canada to
supply world markets has
been reinforced by the
forming of the Canadian
Association of Fish Ex-
porters. Based in Ottawa,
CAFE is working closely
with the Fisheries Council
of Canada advising the
government on fish ex-
port policies and programs.

Main priority will be to ex-
pand the marketing of
Canada's Atlantic fish and
shellfish catch.

The Association's president
and chief-executive officer
Ronald Bulmer says:

"As a result of the federal
government's 200-mile limit
and the expected increase in
the fisheries resource, better
penetration of existing
markets and the creation of
new export markets have
become vital to Canadian fish
processors. Other nations,
particularly eastern and
western European countries
and Japan, will now become
significant buyers of
Canadian-caught and
processed fish," said Mr.
Bulmer.

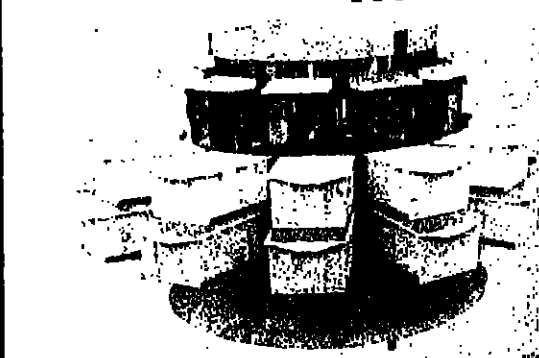
"More and more of the
world's food supply will come
from the ocean and through
CAFE we intend to develop a
greater share of these export
markets for Canada. While
many member companies
have opened these markets to
Canadian products, we can
assist their efforts through
better knowledge of the
market and joint promotion
and selling programmes on
behalf of all members."

Mr. Bulmer will be the

CAFE "man in the
marketplace", representing
85% of total Atlantic seafood
exports including major
producers, co-operatives and
smaller independent
operators.

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KOREA

LOOKING FOR WIDE MARKET

MORE FISH from Korea
could be on the world
market as a result of a
relaxation of export con-
trols by the government.
Controls had been
brought in to restrict the
exports of fish which
were needed on the local
market.

Prices abroad have been
well above those obtain-
able locally, and the indus-
try has been running into
problems with 200-mile limits
and away important fish-
grounds.

As a result, controls have
been lifted on ten species
including tuna, Alaska
and cuttlefish.

Pressure is being put
New Zealand by Korea's
increased catch quota.
demand is based on the
expansion of New Zealand's
ports to Korea which has
risen from 43m dollars in
1977 and look like rising
70m dollars by the end of
1978.

Korea applied for a
ton quota off New Zealand
last year, but ended up with
only 32,000 tons. One of the
main demands by Korea
for an increase in the ex-
port allocation which is pre-
sented to 400 tons.

Only 23 of Korea's
strong trawling fleet are
claimed to be working in
Zealand waters.

FISH HANDLING, processing and marketing

Swedish baskets tested on mackerel

THE Swedish fish box
system is being tried
out by two firms during
the Scottish mackerel
season.

Described as a simple way
of handling fresh fish, the
Pellywell system consists of a
basket of metal wire and an
insert (or inserts) which can
be of corrugated cardboard,
cardboard or plastic. It was
described in *Fishing News*
fully during November last
year.

The wire baskets provide
the strong framework. They
must not be in use and
stack into a secure structure.
One particular advantage
claimed for this is that, in a
fast freezer or a cold store,

air circulates around the box
inserts.

Processing and freezing
plants in Scandinavian coun-
tries are making increasing
use of the system.

In Britain, it is being
handled by the firm Munksgo
Marketing Ltd, which has
been working on pilot projects
in Scotland and will extend
tests to the south-west of
England for the coming
mackerel season.

According to Gunnar Sven-
son of Munksgo, results in
Scotland were encouraging.
Tests were carried out at Af-
fish in Mallaig and Aarstad in
Inverness using 30 kilo
capacity boxes.

Further information about
the system and its
applications can be obtained
from Munksgo Marketing
Ltd., 5 The Curlew Yard,
Thames Street, Windsor,
Berks.

Right: air can circulate around
Pellywell baskets stacked in
cold stores. Cardboard inserts
are used in the wire baskets.

PRODUCT NEWS



SEAGOING SALT ICE MACHINE

FOR CARRYING 1,000lb. or more of ice aboard a
boat an efficient and economical way could be with a
Seafarer machine being imported from the USA by
Cosalt of Grimsby.

There are five Seafarer sea
water ice makers ranging in
production capacity from
1,000 to 10,000lb. a day. They
are all self-contained
machines but each requires
its own generating set, cen-
trifugal pump capable of
delivering 66 gallons of raw
water per minute and a
seawater strainer.

One of the main merits of
the machines is that, by
plugging into electric and
fresh water mains, ice can be
made before you leave har-
bour.

The process can then be
continued, after leaving har-
bour, as soon as you reach a
position where the water is
clean enough to make sea
water ice.

Full details of the
machines are given in a
brochure obtainable from
Cosalt Ltd., Fish Dock Road,
Grimsby, or any of the com-
pany's branches. From this it
is possible to ascertain ex-
actly what electric power is re-
quired to make different
quantities of ice per day. The
advantages of making ice
from seawater are also ex-
plained.

CLEAN processing equipment aboard a boat not only
looks nice but it is more efficient and safe. This is why
fishermen are taking advantage of a range of clean-
ing products which come with a total service.

This service is being
supplied by Estuary
Detergents & Chemicals of
Fraserburgh, which was
formed in 1976 by Fred Kel-
ly.

After realising the need for
such a service, Mr. Kelly
visited Norway and Denmark
to study methods employed
in Scandinavia.

The service includes clean-
ing and sterilising fish rooms,
pools and storage tanks.
RSW refrigeration systems
are also cleaned, this being
important as a build up of

fish scale, blood, etc., in the
heat exchangers will in time
decay and give off poisonous
gases. Several reports of
fishermen being overcome by
gases are on record.

Estuary also manufacture
and supply a range of clean-
ing and sterilising products
for both shore-based and
seagoing processors.

Last year, Jim Bain of
Fraserburgh joined the com-
pany and has been heavily in-
volved in the rapid expansion
of the range of services
offered.

LAST CURER

From page 25

the next six months at the
present off-take. There's been
fresh fish too, from the short
fall of Man season and from
the Clyde.

Other problems like the
shortage of granular salt and
the oak sawdust supply from
the chip makers who suddenly
shut down, or the deep litter
people who have moved into
the shavings market like the
chipboard manufacturers, he
passes off as just another day-
to-day difficulty.

Yes, Arthur Peterson is a
difficult man to rattle. He has
maintained output, staffing
levels and, above all, his
prices, for over most of the
year so far and sees no im-

mediate reason why there
should be anything, now
kippers have been hit by con-
sumer resistance, to change
any of these factors.

Not even a 300% increase
in herring prices during 1976,
compounded by a further
200% rise last year has
shaken his faith.

He recalls a quayside con-
versation in 1934 when he first
joined the business with old
Mr. Frayne, who was then
probably the top herring man
in Grimsby. "Don't come
down here son, it's finished,"
he had warned. History has
proved him right, but he'd
cautioned the wrong person
and Peterson's Red Arrow
kippers look good for many
more years.

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distorts your costs out of all proportion.
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distribution.

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FISH HANDLING, processing and marketing

'FN' FISH TRADING GUIDE

a new
regular
feature

THERE was a significant increase in imports of fish products during July and their value reached nearly £24 million. This represented a rise of nearly 13 per cent compared to June but, in contrast, British exports fell substantially during this period.

As a result of these trends, the trade deficit on fish products rose markedly and amounted to nearly £16 million in July. For the first seven months of the year, the gap has now increased to a record figure of £77 million.

going out

DURING July exports fell by 17 per cent and totalled £8.8 million. This decline affected almost all sectors, but the biggest drop was recorded with frozen fish; these products amounted to just over £2 million compared to £2.7 million in June. Fish fillets were also down significantly in this period.

Other sea products — particularly lobsters, oysters and crabs — were lower and their exports amounted to £2.9 million. This represented a fall of 13 per cent compared to the previous month.

	July 1978	June 1978	Jan-July 1978
EEC countries.....	6,216	6,831	44,486
Other Western Europe.....	738	724	5,847
North America.....	685	722	4,462
Other developed countries.....	691	831	5,289
Latin America.....	28	53	349
Middle East & N. Africa.....	197	559	2,388
Other developing countries.....	219	708	8,552
Communist countries.....	—	109	4,936
Total.....	8,774	10,537	76,309

*Australia, New Zealand, South Africa and Japan.

	July 1978	June 1978	Jan-July 1978
Fresh or chilled fish.....	948	979	7,770
Frozen fish.....	2,038	2,724	25,486
Fish fillets (fresh or chilled).....	10	3	65
Fish fillets (frozen).....	670	968	5,735
Fish meal for human consumption.....	—	—	90
Dried cod.....	5	8	125
Dried or salted fish.....	244	236	2,553
Smoked fish.....	473	444	3,809
Crustaceans and molluscs (including lobsters, oysters & crabs).....	2,862	3,318	19,243
Prepared or preserved fish (including caviar & canned salmon).....	1,361	1,612	9,788
Prepared or preserved crustaceans & molluscs (including crabs).....	162	246	1,244

	July 1978	June 1978	Jan-July 1978
Fresh or chilled fish.....	647	1,678	26,007
Frozen fish.....	2,146	6,422	107,784
Fish fillets (fresh or chilled).....	7	2	63
Fish fillets (frozen).....	533	861	8,186
Fish meal for human consumption.....	—	—	741
Dried cod.....	5	8	98
Dried or salted fish.....	359	270	7,346
Smoked fish.....	326	328	2,796
Crustaceans & molluscs (including lobsters, oysters and crabs).....	1,620	1,730	13,898
Prepared or preserved fish (including caviar & canned salmon).....	956	1,224	7,615
Prepared or preserved crustaceans & molluscs (including crabs).....	69	108	569

coming in

THERE was a sharp increase in imports of fish products from certain parts of the world. In particular, imported fish from Norway and some other countries in Western Europe rose significantly. They went up by 82 per cent in July and totalled £11 million. A big increase was also reported from the Communist countries, with their total reaching £890,000.

The value of imported fish fillets nearly doubled and amounted to £8.3 million. In other sectors, however, the trend was steady — particularly for frozen fish and crustaceans. Demand for dried and salted fish, however, was increasing and reached £474,000 in July, compared to £138,000 in the previous month.

	July 1978	June 1978	Jan-July 1978
Fresh or chilled fish.....	2,970	3,455	26,092
Frozen fish.....	2,444	2,452	15,848
Fish fillets (fresh or chilled).....	54	65	616
Fish fillets (frozen).....	8,317	4,508	42,501
Fish meal for human consumption.....	—	—	6
Dried cod.....	4	8	48
Dried or salted fish.....	474	133	1,206
Smoked fish.....	45	28	223
Crustaceans & molluscs (including lobsters, oysters & crabs).....	2,061	1,799	11,829
Prepared or preserved fish (including caviar & canned salmon).....	4,171	5,739	41,920
Prepared or preserved crustaceans & molluscs (including crabs).....	3,246	2,829	13,986

	July 1978	June 1978	Jan-July 1978
EEC countries.....	6,449	6,855	46,362
Other Western Europe.....	11,052	6,800	53,177
North America.....	1,914	2,750	23,533
Other developed countries.....	1,238	1,997	15,236
Latin America.....	441	116	2,030
Middle East & N. Africa.....	233	310	2,080
Other developing countries.....	1,572	2,080	11,169
Communist countries.....	890	341	5,682
Total.....	23,789	21,029	153,273

	July 1978	June 1978	Jan-July 1978
Fresh or chilled fish.....	5,219	5,541	46,223
Frozen fish.....	2,908	3,055	21,313
Fish fillets (fresh or chilled).....	51	60	384
Fish fillets (frozen).....	7,563	3,996	38,312
Fish meal for human consumption.....	—	—	1
Dried cod.....	2	3	29
Dried or salted fish.....	894	216	1,565
Smoked fish.....	16	18	187
Crustaceans & molluscs (including lobsters, oysters & crabs).....	1,441	1,305	8,546
Prepared or preserved fish (including caviar & canned salmon).....	2,728	4,026	27,205
Prepared or preserved crustaceans & molluscs (including crabs).....	1,226	1,109	6,001

SHOCK REPORT

From page 13

On acquiring the role of allocating quotas within the EEC's fish pond, the EEC Commission declared that it would abide by the scientific recommendations. This is also the stance of the British Government which has been critical of other member states because they are not sufficiently conservation minded.

In view of the hardships that adoption of the scientific recommendations would cause for British fishermen, it remains to be seen what approach the Government will adopt towards the proposals.

By accepting them the Government will strengthen its case of being prepared to take the necessary conservation measures and this can only be of long-term benefit to British fishermen. On the other hand, the response of the other member states will reveal just how serious the are about conserving the stocks they are so ready to claim a share of.

Adoption of the proposals will lead inevitably to requests for assistance from the industry in both the UK and other EEC countries.

It is also likely that processors will be looking for reductions in trade tariffs to allow them to acquire supplies from those countries with fish to spare, such as Iceland, Norway and Canada.

Biggest
Scottish
halibut
cooked

CHEFS at Bournemouth's five star Carlton Hotel have cooked a world record halibut.

The monster halibut was landed at Aberdeen and weighed in at 193lb. gutted, it was gutted at sea and its head weight is estimated at a massive 225lb. The record stands at just over 212lb.

The fish presented the chefs with more than a few problems in preparing it — chief de cuisine Roger Chant (below with the halibut) says he has never seen a fish so big.

"It's once in a lifetime — I shouldn't think I'll see anything like it again."

However the fish was eventually served to admiring guests in the hotel's Horizon restaurant.



50-mile licence plan

THE Shetland Movement set up to prepare evidence to the proposed Royal Commission on Shetland's future has agreed on two main objectives. Shetland should have control over licensing of fishing boats within 50 miles of her coast, also the island should have powers to reach reciprocal agreements with other areas over fishing.

Fishing stamps

THE POST OFFICE issues special stamps on an increasing variety of subjects, but it shows no sign of neglecting the British fishing industry.

Other countries are more forthcoming, however. In September two European states each introduced four distinctive stamps giving postal publicity to their fisheries.

The first quartet came from Denmark and depicted fishing vessels in harbour, a fishing trawler on a slipway, and a fisherman mending his net and hanging up to

SIXTY TONS — that is the North Sea herring quota

A "RIGOROUS crackdown" on fishermen who ignore the ban on North Sea herring fishing and the new allocation for the Blackwater herring fishery for this winter have been announced.

The Blackwater herring TAC for the period October 9-December 31 is 60 tonnes though, as a Lowestoft fishery scientist pointed out, this figure is open to review later in the season.

The Blackwater stock is the only exemption in the ban on North Sea herring fishing and the quota fixed by the Lowestoft scientists is passed on to the Thames Herring Management Committee which then shares the quota out among boats at Wivenhoe, Mersea and Thames estuary ports.

"The allocation each year is based on the size of the stock," said a fishery spokesman at Lowestoft.

"The 60-tonne figure is a precautionary allocation and could be revised later in the year, depending on the strength of the recruit year class. At the moment, we have no idea what size it will be — and shall not have until the fishing begins."

There was little doubt, he said, that the Blackwater herring fishery had been "quite heavily" over-fished for a number of years and that was why strict controls had been enforced in the last couple of years.

"The stock at the moment is very small and the 60-tonne allocation has been set to enable us to accurately assess the strength of the incoming year-class," he said.

A spokesman for Ness Point Fisheries of Lowestoft, a firm which handles a large part of the Suffolk herring catches, said he understood the committee was proposing a share-out among its member of 250 stone per boat per week or 75 stone per day.

While the Blackwater herring quota was still being sorted out there came a warning that the ban on North Sea herring fishing would be "more rigorously enforced" — and that coastal patrols might be introduced.

Frank Moore, secretary of the Yarmouth Inshore Fishermen's Federation, said: "The Ministry say the herring ban will be enforced without fear or favour in future."

"It has not been rigorously enforced up until now — but we must make sure everyone obeys the ruling, whether they are part-time or full-time fishermen. Every effort will now be made to catch those who break the rules."

There has been a certain amount of herring poaching all along the Suffolk coast but, so far, fishery and ministry officials have tended to turn a blind eye. However, with a ban for full-time herring fishermen that situation is expected to change and "part timers" out to make a quick profit have been warned.

A ten per cent by-catch of herring is allowed when fishing for mackerel — any surplus has to be dumped back into the sea. "And that is a mad way to carry on conservation," said one retired Kessingland fisherman.

Safety appeal

AN APPEAL to governments to ratify a Convention designed to improve maritime communications and thereby increase safety at sea has been made by Mr. C. P. Srivastava, Secretary-General of the International Maritime Consultative Organisation, the United Nations maritime agency.

The objective of the Convention is to create a new international organisation (INMARSAT) which will establish a world-wide satellite communications system for the exclusive use of world shipping.

Marconi Marine
Net
Monitor
NM-850AT
lets you SEE
how your gear
is fishing

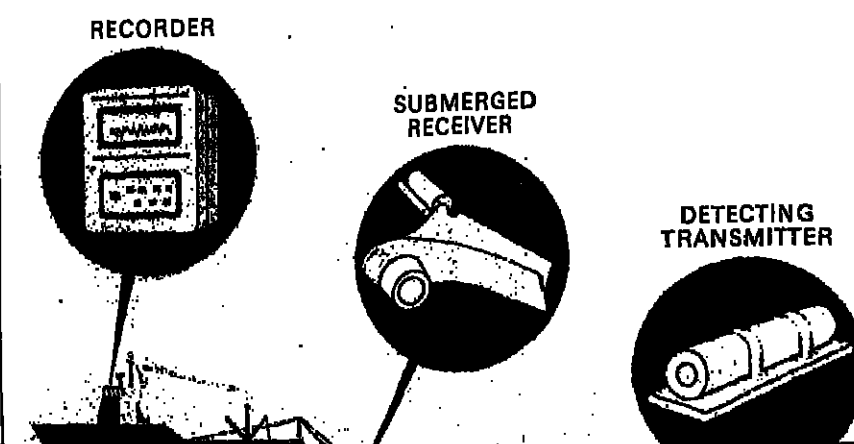
★ Upwards and downwards simultaneous fish detection Shows you the depth of the headline below the surface, the character and position of the bottom relative to the headline and footrope, the presence of fish above and below the headline, and an indication of the quantity of fish in the net.

★ Continuous recording of water temperature around the net enables experienced skippers to locate thermoclines where plankton concentrate.

★ Silent, reliable, multi-stylus recording system.

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OF FRESHER FISH FOR BETTER PRICES
WITH A LOWER ICE BILL



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AFTER A pretty shaky start the summer inshore dogfishing, which wound up at the end of September, has been one of the best for years. Six regular visitors totted up more than £20,000 apiece with the top dogger pulling in more than £50,000 from the four-month fishery.

The only blemish in an otherwise vintage year for the liners was the absence of many of the Lowestoft fleet, but the Yorkies from Bridlington and Scarborough more than made up with a fine run of fishing.

The Grimsby boats *Ashville*, *Shearbill*, *Shepherd*, *Lad*, *Danbrit*, *Forest* and *St. Vincent* were all well in the money too and Skipper Sydney Carlton of *St. Vincent* told *Fishing News* he'd had a marvellous year in his Scots-built *Zulu*, although she was a later starter on the dogs.

St. Vincent works through the George B. Beo Ltd. agency, but by far the busiest was Sam Chapman & Sons Ltd. which landed about 16 different visitors, involving over 160 trips averaging around the 80-kit mark.

Certain to be an absentee among the Chapman visitors next year is *Geallachd Mìle*, the one-time fly shooter with the almost unpronounceable name.

That very likeable character Walter 'Rat' Crawford of Scarborough, who has skippered the inshore boat on dogs in the summer and trammel nets in the winter for the past three years, has parted company with Sweet Promise (the Gaelic translation) in a deal with owners at Newlyn.

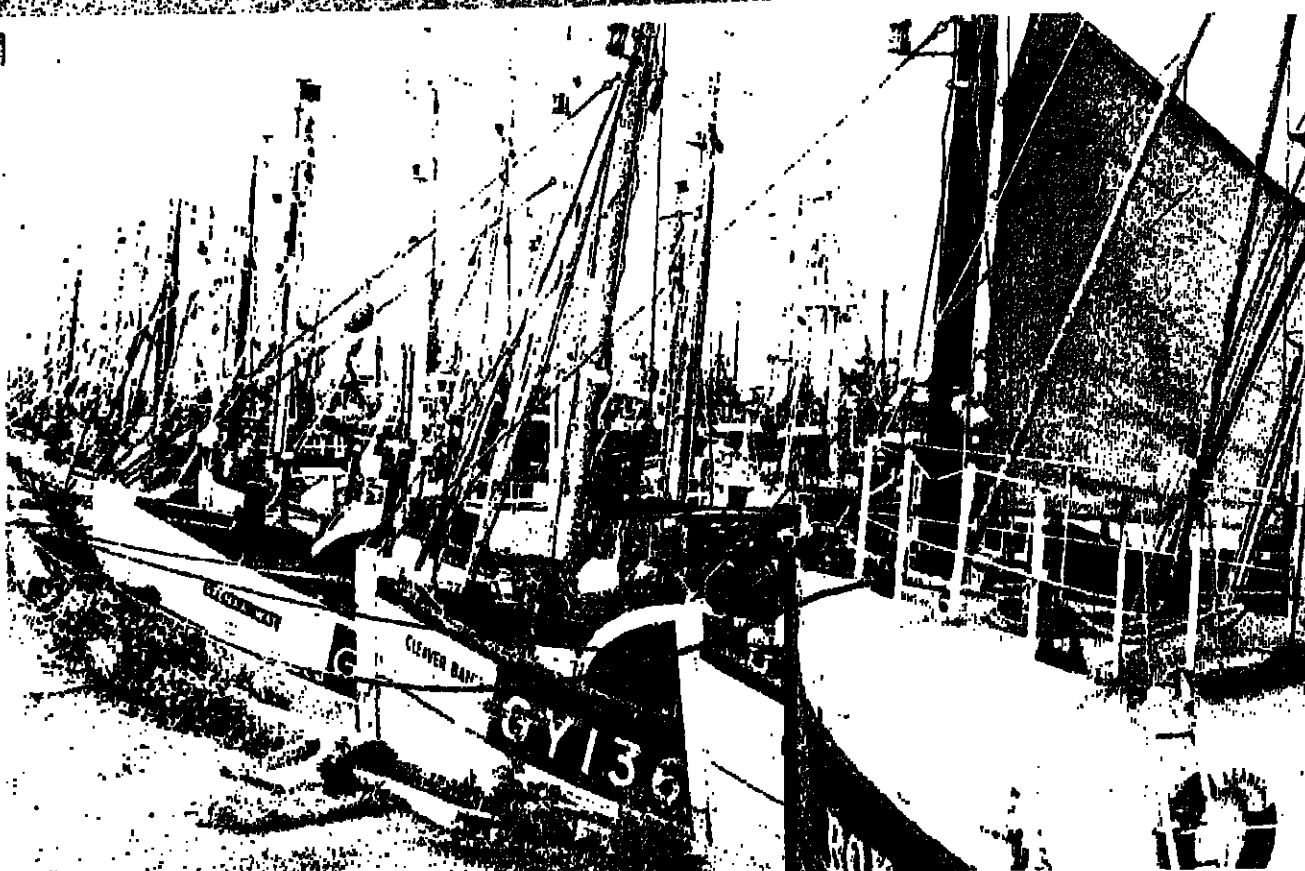
New career

Geallachd Mìle landed her final trip under 'Rat' at Grimsby on September 14, picking up £857 from just 43 kits ("We took it a bit easy being the last trip in the old gal"), before steaming south to a new career lining over wrecks for conger.

Looking back over the summer, 'Rat' commented: "When we first started it was rubbish, and then it picked up into one of the best for a long, long time, with good prices right up to the end."

"Our only complaint has been the weather, but we're getting another good boat from Scotland and we'll be back again next summer."

More immediately the port should take delivery this month of *St. Leger*, the Paul-



INSHORE at Grimsby

A MONTHLY FEATURE

built North Sea steel pocket trawler for Thomas Hamling's Grimsby subsidiary, which has done so well during its first year at Grimsby.

It's an event these days when new tonnage comes along and although there has been a steady stream of second-hand vessels, mainly from Denmark, there's been only one brand-new seiner in the last 12 months!

Currently there are four others building and this figure would be more than doubled if WFA building grants are doled out to various applications.

Laying up

By the end of the month the first anchor seiners will be laying up until the new year. Fourteen trips a year is a good

average for the seiners and most of the fleet were already on to double figures on trips when October began.

It's been a tremendous year especially the cod and codling fishing on the Clay Deep, the Borkum Roughs and the Heligoland grounds, which has really kept the port alive at a time when the trawlers are plainly, and tragically, on their way out.

The summer seiner visitors should also be heading for home this month. New to Grimsby this year was Skipper Tommy Kirk's *Ann* from Fleetwood and the little 22-tonner made a fine start with a string of good grossings through the United Seiners agency.

Sadly, the season was marred last month by the accidental death of Skipper John Silvester, a well-liked fisherman who gave years of

Left: *Wayside Flower 2*, a vintage season dogging in her first full season working the summer from Grimsby. Below: *Wavell*, formerly *Alamo*. She is linking up with *Annie Kirk* in a new pair partnership within the Jubilee agency.

Left: seiners tied up between trips during a tremendous year. Skippers are already beginning to think about the traditional winter lay-up.

loyal service to the industry, and by the loss of the Danbrit-registered seiner *Ada Jean*.

This vessel, renamed earlier in the year, will be better remembered as *Mord* and did a stint as a seiner pair trawler in those early experimental days when so many thought the idea preposterous and were harshly critical.

Now, almost a month earlier than last year, *Margrethe Bojen* and *Frances Bojen* passed the £500,000 mark (on September 11), despite a June-long refit and are even £200,000 ahead of the port's top grossing conventional trawler.

Pairing

Not surprisingly more and more former trawler skippers are moving on to small by pairing. In September a BUT top man Dave Scott's Ronnie 'Pluffy' Reeves joined the ranks with second-hand tonnage in the shape of *Annie Kirk*, from Denmark, at Ocean Reward Inc, Scotland.

The former operator through the Jubilee Fishing Co. and the latter has been added to the Tom Skipper (FS) Ltd. agency.

Following the sale of *Ellis* in an internal deal with United Seiners, to Bill Anderson of Cleethorpes, Skipper Allan Thinnessen is going across to Denmark to collect his big replacement and purpose boat this month.

Potential

The second-hand vessel renamed *Sarah Thinnessen* and should give Allan more scope when industry fishing.

At the other extreme export has been considerably lived up by the Hartley-registered cable *India Dec*. The red 28-footer, bought by Grimsby club operator John Clark, has been cutting a dash 'on trials' within the fish docks.



Skipper Barry Nerriok of Lowestoft is to command *Mohave*.

Left: *Mohave* is now back in Lowestoft after being fitted with a new winch. She is a steel-hulled stern trawler.

Once geared up she will start leaving to work trammel nets off the Yorkshire coast. If and when she does, the 'red flash' will certainly be missed.

Back into the fray is *Sligh's* steel stern dragger *Mohave* which has been fitted with a new Robertson reversible hydraulic trawl winch with manual brakes and clutch, type 12BD - 750 - 20 - A.

Others

It's the first installation of its sort at Grimsby and the work was done by BUT Engineers (Grimsby) Ltd. The chances are that if the successful sister-ship *St. Leger* may get the same treatment.

Below: *Geallachd Mìle* arriving at Grimsby in September for the last time with line-caught dogs. She has now gone to the south coast in search of conger.



Putting *Mohave* through her paces is that hard-grafting skipper from Lowestoft, Barry Nerriok.

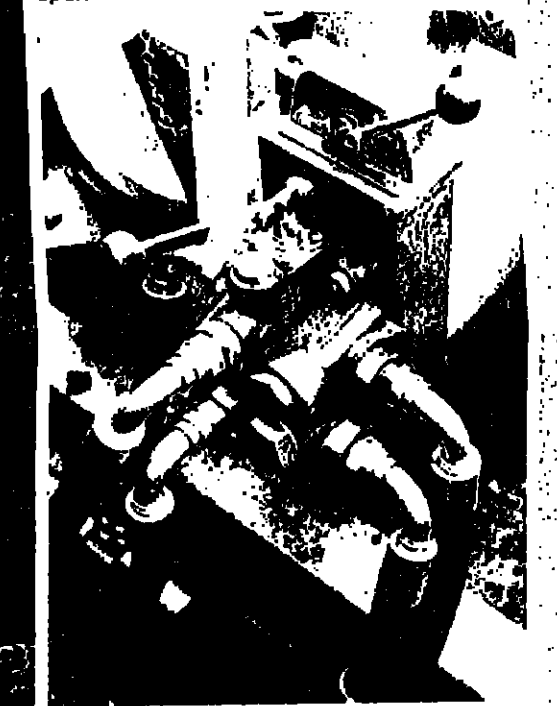
Another interesting shore job was the shot-blasting and a complete repaint of United's inshore trawler *Jil-Annon* by Grimsby paint experts F. Bemrose Ltd. The firm has already built up a big reputation with the process on all-steel vessels, but this is the first time it has been used to strip away an accumulation of old coats and dirt on a wooden hull. It was a huge success and left the woodwork perfectly clean and undamaged for the repaint.

An unexpected visitor on the fish docks in September, which gave quite a few people a shock, was a grey squirrel. However on the subject of animals and shocks spare a thought for the skipper who found a rat climbing up a trouser leg. They say he's been put off flared bottoms for life!

TOM WOOD



Left: *Mohave's* big new twin-barrelled hydraulic winch by Robertsons of Fleetwood. It has simple levers (right) which allow easy operation.



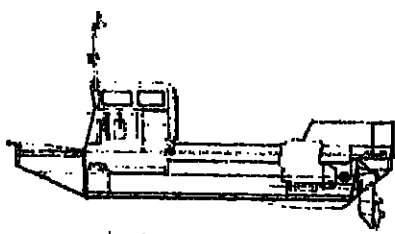
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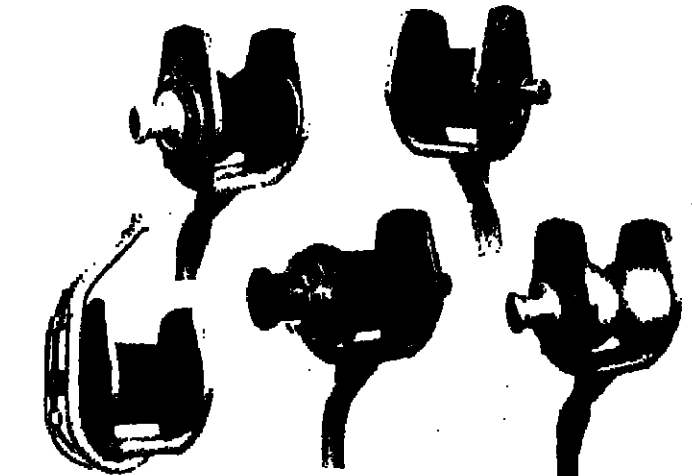
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A SECOND reprint of Edgar J. March's masterly book *Sailing Trawlers: The story of deep-sea fishing with longline and trawl*, has been issued 25 years after it was first published. It covers a badly-neglected subject.

It is the companion volume to *Sailing Drifters*, that other splendid reference work by the same author.

As the title implies, this weighty volume is the authoritative study of the vast fleets of sailing trawlers which once worked out of all the main English fishing ports from Victorian times until — surprisingly enough — less than 50 years ago.

Not only do the vessels come under Mr. March's inquiring microscope, but so does their history and life aboard in those bygone years when sound seamanship was the name for the survival of the thousands of fishermen who crowded these remarkable craft for generations, constantly at the mercy of the elements.

FASCINATING RECORD OF DEEPSEA SAILING ERA

PUBLICATIONS

The rise and decline of the different vessels at each of the main ports is superbly handled. Fortunately the author was able to draw on eyewitness accounts, from the very last of the smackmen, which lift this admirable production way above more conventionally — researched works.

Plans

In addition Mr. March, who was a naval architect, painstakingly examines in minute detail all the technical aspects of hull construction, sailmaking and all the

various rigs. The verbal descriptions are augmented by scores of flawless line sketches and a wealth of scale plans in Mr. March's hand.

This large volume should deter no one. *Sailing Trawlers* is packed with interest for both the specialist historian and those with less precise nautical tastes, in a manner which is never dull. The clear and detailed text is enhanced by an excellent selection of 181 photographs, some more than a century old and, as Mr. March stated in the preface to the first edition, each is worth pages of description.

How right he was, for *Sailing Trawlers* is a treasure chest of fascinating and informative photographs which, in keeping with the general theme, serve to prove that cumbersome and primitive equipment in skilled hands so often produced astonishing results.

Very roughly the book can be divided into a lengthy discourse on the subject matter and at the back a section of outstanding scale plans which include the author's complete sets of drawings of every detail of the big Lowestoft smack *Master Hand* to gladden the hearts of modelers.

The narrative provides a finely — detailed and well-researched social commentary devoted to the historical

side of the industry and encompassing all aspects of sailing trawlers from their design and building methods to disasters and the outline histories of the main trawling ports.

Technical detail throughout is staggering, for the author had the advantage of being personally involved with the very last of the smacks. But the casual reader will not be over-awed for the text is skillfully laced with reminiscences, like that of the old smackowner who inquired the price of a new smack from a well-known firm and was asked: 'Do you want her 'made' or 'built'?'

The chapters on life at sea and disasters are a moving record where the smackmen are seen largely under duress as very human men performing a difficult task with extraordinarily limited resources.

Despite the magnificent sea-going properties of the trawlers the weather took a terrible toll in terms of losses and lives. Today it is unthinkable that quite literally thousands of women and children were left destitute when their breadwinner failed to return.

Drowning

Would modern society tolerate 1,328 lives lost between 1884 and 1888 — when sail was at its peak — or dismiss 492 men and boys drowning in 1894 without a vociferous outcry?

The section on trawling stations leaves few stones unturned. The decline of Barking and Yarmouth, the floating system and the discovery of the Silver Pits; regattas at Lowestoft, the evils of the coper and the apprentice system; costs and grossings and wages and sales; cutters and ketches, mules and mumblebees and even the Ramsgate tosher are all discussed in some detail. And Mr. March even found space for a brief glance at early steamers among the many other aspects the text covers.

This highly — professional study is rounded off by a

whole chapter devoted to *Master Hand* and the 20 sectional plans and drawings from a unique record of the sailing era by the author, made quite literally as the vessel was being stripped around him. As an extra bonus there are no fewer than 18 other sets of working drawings of different types of vessels.

Definitive

It is hard to fault this welcome reprint. Inevitably, though, by covering so much ground Mr. March has occasionally disturbed controversial subjects, among his version without denying the alternatives. However, such instances are few and very far between and of interest only to the ardent historian.

Moreover, as he cannot point out, through its own efficiency the industry itself left many gaps which can now never be bridged. Clearly this book must act as the definitive work on sailing trawlers, placing the author in a class of his own way ahead of such prodigious fishing historians as Al. Alward and Walter Wood, who actually lived through these days yet failed to chronicle them in any detail.

To be hypercritical, perhaps a pity that Mr. March's statistical research were somewhat tenuous, lacking in complete detail. This information may readily be obtained, but has been sought in the right place.

Nevertheless, *Sailing Trawlers* is a classic work, of immense appeal to anyone intrigued by the sea and ships. Sadly Edgar J. March has, in his appearance, slipped the moorings between the reprints.

Sailing Trawlers, by Edgar J. March, is published by David & Charles Ltd., Boston, Newton Abbot, Devon. Price £10.50 (hbk), £5.50 (pbk). February 1979 and £12.50. Available from bookshops, or direct from the publishers (p & p £1.50 extra).

TOM WOOD

Recalling some of the stories which appeared in our columns this week 50 years ago.

OCTOBER 13, 1928

"SIR MARK SYKES," one of Fleetwood's largest steam trawlers, is sold to Argentina.

GRIMSBY'S Consolidated Fisheries buying two trawlers from Aberdeen to expand its fleet.

ABERDEEN fish merchants threaten to start their own trawler fleet to fish Icelandic grounds if the local vessel owners "will do nothing."

FASTEST boat in the world, *Miss America VII*, completes six one-mile runs at an average speed of 93 mph.

50 years ago

LARGE number of Fleetwood steam trawlers to be fitted with wireless. The move "does not meet the unanimous approval of all steam trawler skippers."

FISHING industry urged to show a united front to the railways in an effort to secure reasonable rates. Railway are "strangling the fishing industry."

GRIMSBY Trawling Association holds 21st annual general meeting at the local sale market.

THE ATLAS Fishing Sonar 950 is the latest in fish detection from the German firm Atlas Elektronik.

The most interesting features of the sonar 950 are the display unit (fig. 1) and the hydroacoustic multi-beam transducer system. The latter enables a sector of 90 degrees to be illuminated by each single ping.

For the presentation of the huge amount of information received during each sounding period, there is a panoramic PPI display using a 44 cm TV tube.

As the total sonar information is stored by a micro-electronic memory, a steady, flicker-free, daylight picture is generated, allowing a relaxed observation of the screen.

The total picture innovation on the screen is as fast as the pulse repetition rate, resulting in an instantaneous recognition of shoals and their position relative to the vessel.

Targets are shown simultaneously in two planes, perpendicular to the other, horizontal and vertical. The position and the geometric pattern of the shoal represented true-to-scale on a brilliance modulated, radio-like indication.

Signal to noise ratio for reception and ship's own noise is much improved due to a special signal processing method, the so-called "piling" of up to four successive pictures.

Interference from other beams and sounders is also rejected by means of this geometric picture processing. So the "false alarm" rate (misleading echoes) is extremely low. The viewer can almost be sure that the echoes seen on the screen are indicative of fish.

In parallel to the optical display is a new sectoraric listening channel, which facilitates the identification of echo direction and the correlation to the echo frequency.

It will be clear that with the panoramic display described above for the 950, the old step-by-step searchlight ranging method is unsuitable.

With the very long period needed for scanning a greater sector (up to 10 minutes for 210 degrees), the ship's movement during this time and the occurrence of "dead zones" would result in an uncorrelated, distorted and, hence, untrue picture.

Therefore it was decided to depart from the old searchlight sonar principle, introducing a powerful multi-beam acoustical illumination of the sea with a multi-channel sectoraric reception.

This system is based on the multi-element high-power PZT ceramic transducer, which has been employed for many years with the Atlas fish finding equipment.

This transducer transmits stronger pulses than any

Panoramic sonar scores with longer range

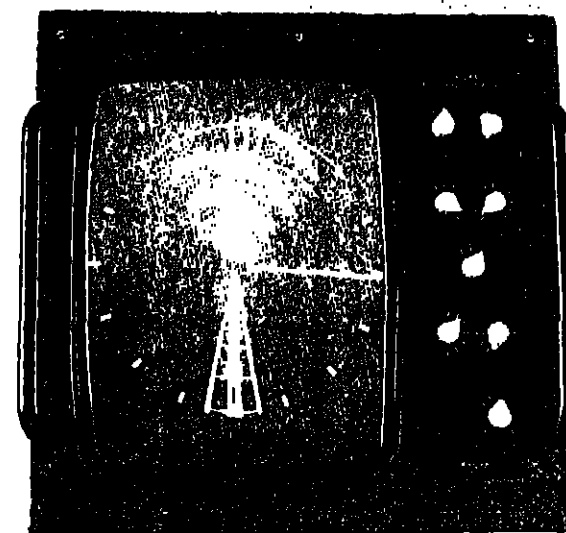


Fig. 1. The display unit of the Atlas Fishing Sonar 950 is designed to give a flicker-free presentation.

other system known. Equally important is the possibility whereby groups of elements can be built up with the uniformly high accuracy, essential for the application of so-called "phase synthesis" methods.

By this technique, the beam pattern and different beam directions can be formed electronically. This allows super-fast electronic training of a sharply focussed transmission beam, and a multi-channel reception

system for echoes from different directions ("preformed beams"). Finally, the side lobes of the beam pattern are considerably reduced, which is essential for the reduction of reverberation and other interference (fig. 2).

Each transmission pulse of the 950 covers a sector of 90 degrees. It is radiated in the form of 12 wedges in a bundle of 12 beams (fig. 3).

During reception, the 12 beams from 12 directional reception channels form a simultaneous reception in 12 overlapping segments for the 90 degree sector. This allows a correct assignment of positional echo information.

As an echo can appear in several adjacent channels, a special interpolation filter system is used for the evaluation of the correct geometric pattern of the shoal to be displayed with correct attitude on the screen.

The high intensity sound pulses of the 950 hit every target within the sector many times a minute. On the steady daylight display, each echo is permanently presented and updated. Therefore the actual range performance is exceptional, even in shallow water. In practice it has been proved to be far superior to that of any searchlight sonar presently on the market.

Scottish skipper Jim Slater, who installed the new sonar in his purse seiner *Setta Mari* last winter says: "I detected small spike echoes of

pitchards 10 fathoms high on the bottom in 40 fathoms of water at a range of 4000 metres; and mackerel at 3500 metres in 40 fathoms of water between six vessels. The 950 is also excellent for wrecks."

The large amount of information produced by the multi-beam acoustic system during each sounding cycle necessitated the display concept described above for visualisation of all information on one screen.

Information from two perpendicular planes is presented simultaneously by the two display sectors and the planes can be positioned in any direction by mechanical training and/or tilting of the transducer. As a result, gapless searching for fish becomes easy, enabling big areas of the sea to be covered quickly.

Position and pattern of a shoal is recognised early with a relaxed observation of the screen. The position of the shoal with respect to the vessel is instantaneously identified. A quick overview of the tactical situation during the catching phase reduces the stress on the skipper.

The sophisticated equipment design keeps the operation simple. Experienced skippers have become familiar with the equipment after only 20 minutes of instruction and training.

The equipment consists of three units: display, transceiver and hull unit (fig. 4).

The advanced Atlas 950 sonar, by S. MROSS, Atlas Elektronik

Fig. 2 (above) and Fig. 3 (below) — the acoustic multi-beam system.

Fig. 4 — hull unit of the Atlas 950. The transducer shaft can be changed without slipping the ship.

Scotland's biggest purse seiner *Setta Mari* is equipped with the Atlas 950 and has tracked pitchards in 40 fathoms of water at 4,000 metres.

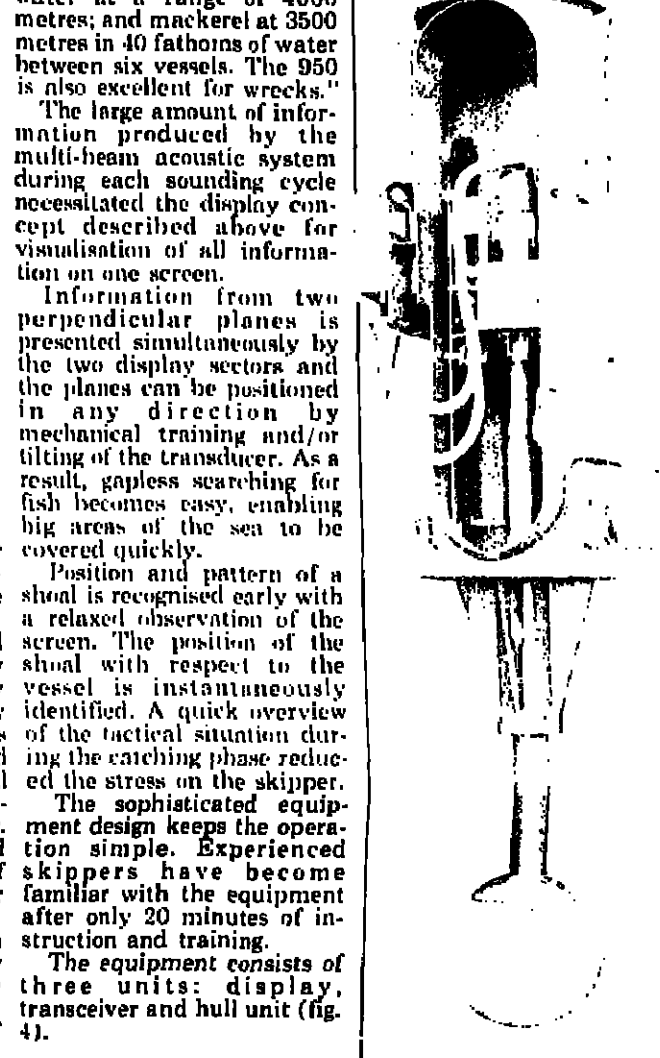


Fig. 4 — hull unit of the Atlas 950. The transducer shaft can be changed without slipping the ship.

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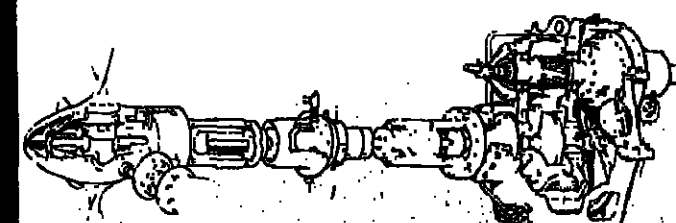
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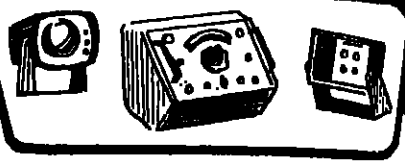
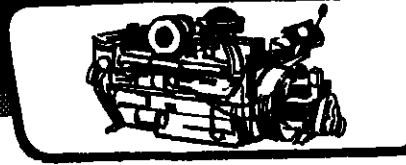
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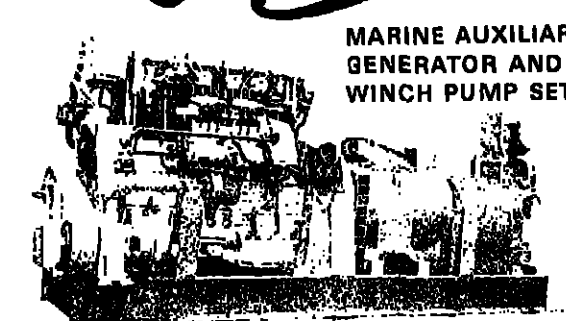
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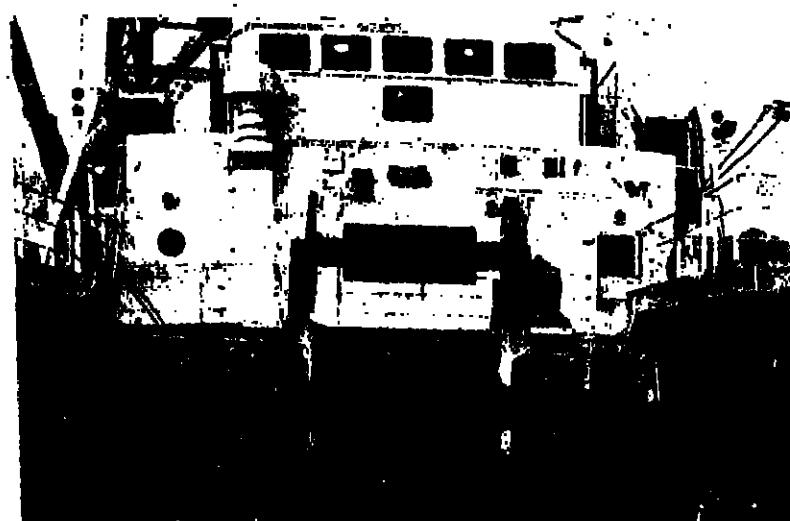
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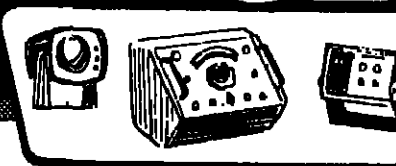


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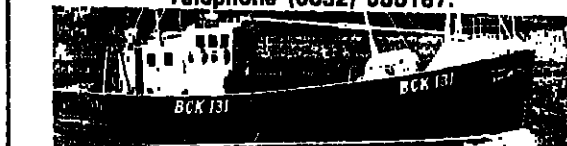


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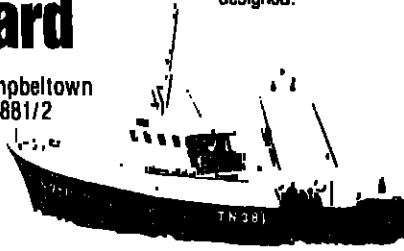


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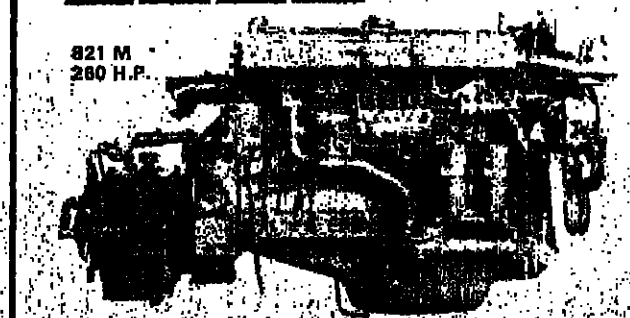
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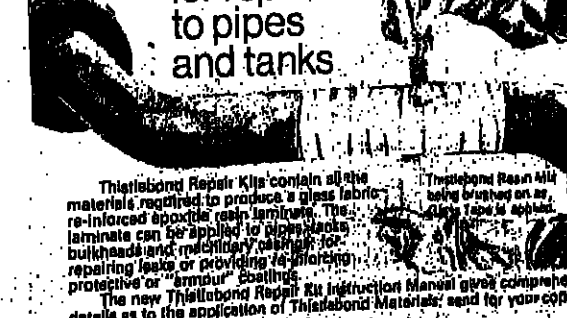
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